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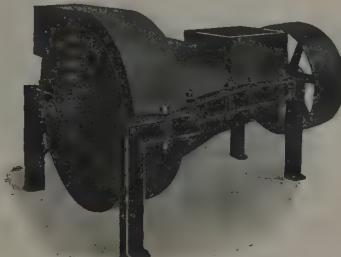
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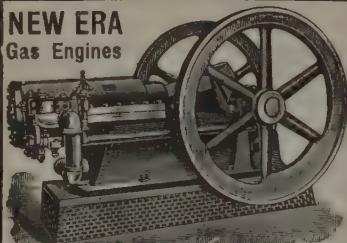
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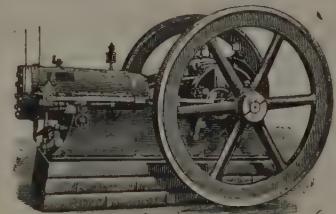
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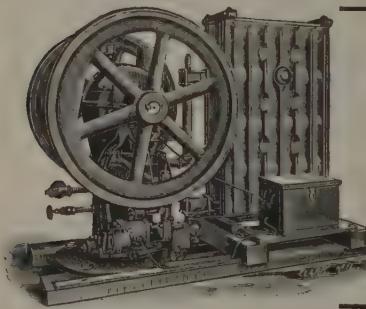
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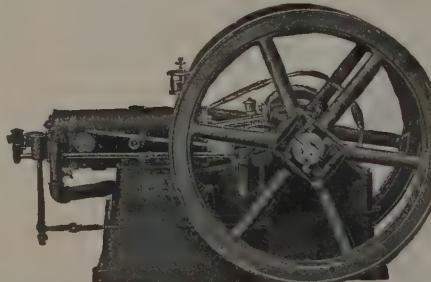
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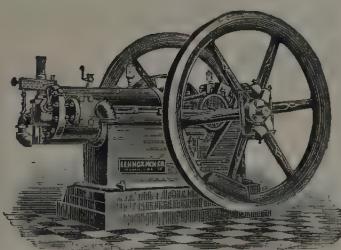
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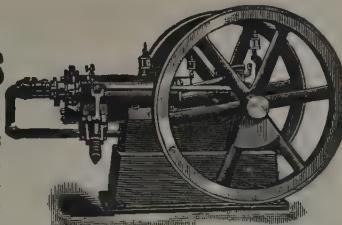


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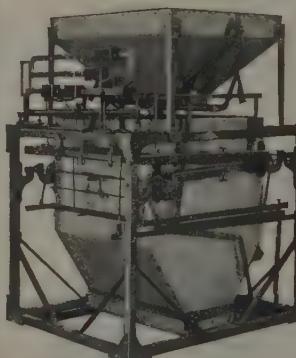
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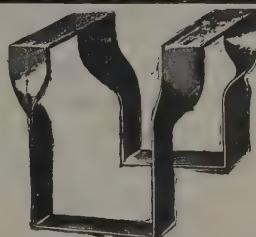
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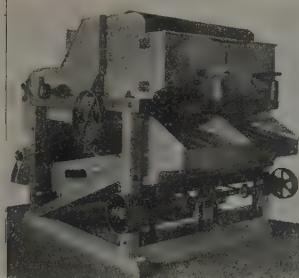
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Barnard's Perfected Separator with Sieve Cleaning Device.

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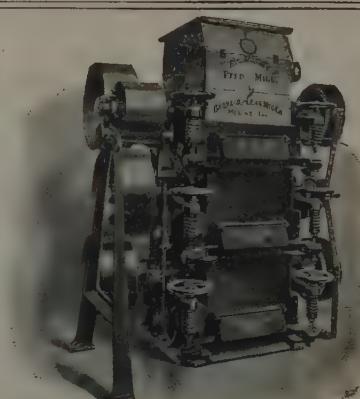
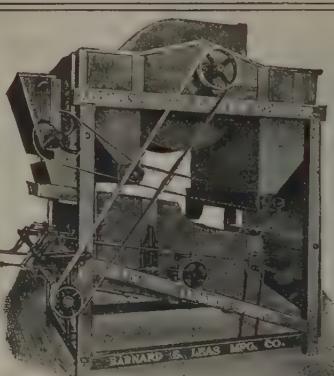
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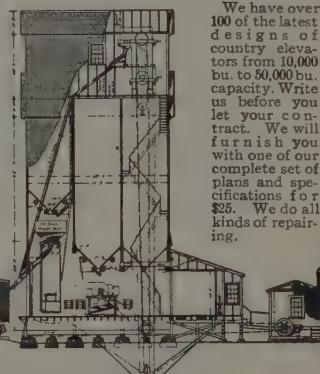
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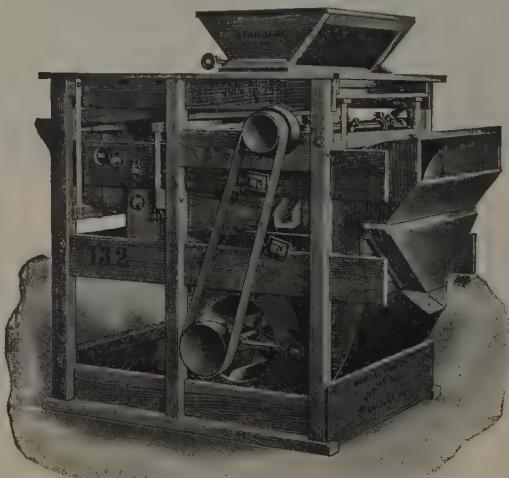
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We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

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Grain Dealers Journal,
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Yours very truly,
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for elevator machinery and supplies will be placed with us, if you want good goods, prompt shipment, and above all prices that are in keeping with their quality.

Send your bill of material for us to estimate, we want to show you that we are after your order.

Our catalog of everything needed for Modern Grain Elevators gladly sent upon request.

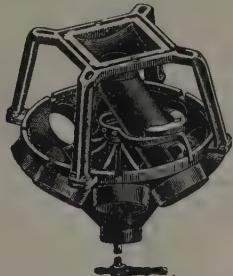
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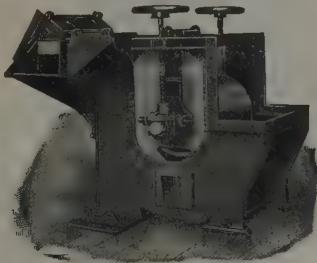
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Trouble in the boot means a complete shut down of the balance of the plant, and idleness of the plant means a dead loss to the owner.

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claims this distinctive feature and presents it for your consideration with the distinct understanding that if it fails to meet our claims there is no sale.

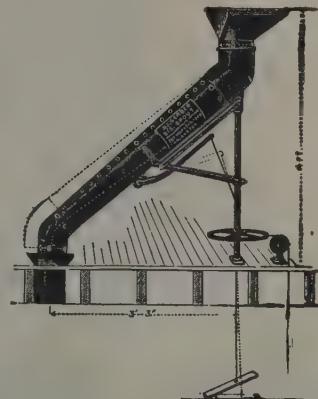
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Because it is solid, multiple woven, and cannot separate.

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Because it has 15 to 30% more pulley contact, as every thread is a strain bearing one.

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The GRAIN DEALERS JOURNAL.

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The only machine that will
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Very truly yours,

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its car loader is hard to sell and that we are the people who are really doing the car loader business. Our car loader does not infringe on anybody's patent, but it does load cars better than any other car loader, and we certainly do not object to anyone advertising this latter fact, as the above mentioned party has done. Of course we will protect all of our customers, and both the banks here and the reference books will tell you that we are responsible for this guarantee.

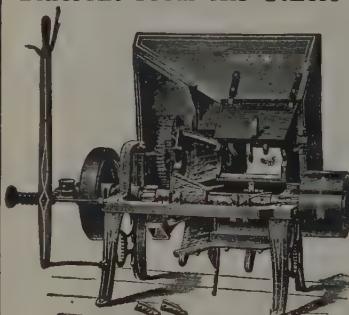
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Crush ear corn (with or without shucks) and
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Have Conical Shaped Grinders. CAN RUN
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HANDIEST TO OPERATE

SEVEN SIZES: From 20 to 25 h. p. (Also
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They are Built for Business.

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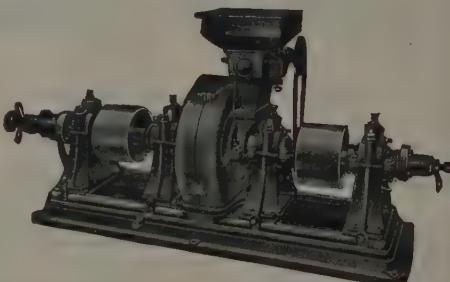
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at the end of the year are shown by the
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Feed Mill

Let us prove it to you by sending you
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Clark's Tables for wagon loads reduce
any number of pounds of shelled corn, rye,
flaxseed, ear corn and oats up to 4,000
pounds to bushels of 56, 70, 72, 75, 80 and 32,
33 and 35 pounds. Printed in two colors, on
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side scale beam for use by weighman.
Price, delivered, 50 cents.

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Designed primarily for use of Coal and
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a glance the cost of any number of pounds
of coal or hay at any price per ton from
\$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It
is especially adapted for retailers. It is
well printed on good paper, and bound in
cloth. It has a marginal index. Size of
book 4 1/4 x 8 1/4 inches, 110 pages.

Price \$1.00

GRAIN DEALERS COMPANY
255 LaSalle St. Chicago, Ill.

IF YOU HANDLE CLOVER SEED

that contains buckhorn, plantain, pepper grass and other foul weed seeds, we have a machine which it will pay you to investigate. We are making a Cleaner, in many respects like our popular No. 16, that is giving splendid results in handling extremely dirty lots of seed and also tailings from larger machines. This machine requires very little space or power; and no dust spout connections, being equipped with a dust sack for taking care of the dust from fan. It is so arranged that the cleaned seed passes in full view of the operator which enables him to see at any time just what the machine is doing. This Cleaner will pay for itself in a short time reclaiming bad lots of seed and screenings. It will handle any kind of field seeds and give the best kind of results. We are not pretending to do miracles. We cannot take *all* of the buckhorn out of clover; just the same, we think the work the machine *will* do would surprise you. If you are interested in the work described we shall gladly give you full particulars and prices.



A. T. FERRELL & CO.

Saginaw, Michigan

The "Western" Gyrating Cleaner

MANUFACTURED BY

UNION IRON WORKS, Decatur, Ills.

Note what a leading grain firm of Central Illinois says of this Machine:

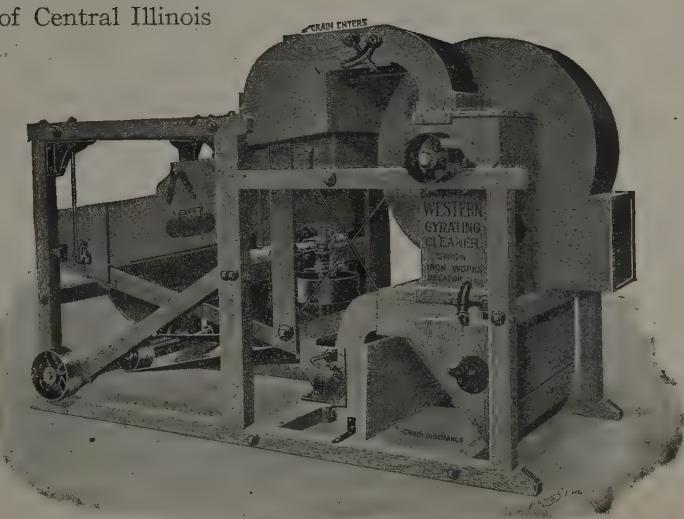
DALTON CITY, ILLS., June 29, 1907.
UNION IRON WORKS, Decatur, Ills.

Gentlemen:—The "Western" Gyrating Cleaner bought of you and shipped to us Sept. 15, 1906, has been in almost constant use since. The corn crop of 1906 has been the worst we have had to handle since in the grain business, but thanks to our Gyrator, we have raised the grade on at least half the corn handled during the past winter.

We have cleaned about 300,000 bu. of corn and oats on the machine and the work has been simply perfect. The vacuum chamber catches all the refuse worth catching, and the sand screen removes all the fine particles of grain and dirt, thus making the grain less liable to get out of condition, and we find a ready sale for all the refuse and screenings.

As to the machine, we have never fastened it in any way. It is so perfectly balanced there is no jar or vibration, and have not found it necessary to adjust a single box or bearing as yet.

Yours truly,
C. A. HIGHT & CO.



ELEVATORS FOR SALE.

ILLINOIS AND INDIANA elevators for sale at from \$2,500 to \$15,000. Address James M. Maguire, Campus, Ill.

ELEVATORS in N. Dak., Minn. & S. Dak. for sale. If interested, write W. J. Hartzell, Chamber of Commerce, Minneapolis, Minn.

ELEVATOR FOR SALE on C. R. I. & P. Ry in southern Nebraska, new, modern and a bargain if taken soon. Box 23, Nora, Neb.

ELEVATOR for sale or trade for farm, modern 40,000 bu. cap., steam; city of 9,000. Address Imer, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A desirable elevator on Omaha Railroad, in Nebraska. Capacity 25,000 bus. Address B. G., Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Good elevator and coal business on B. & M., 20,000 bu. capacity, fine conditions and good territory. Address Box 731, Wahoo, Neb.

DESIRABLE 15,000 bu. elevator in fine condition in northern Ill. for sale. Good locality. Address Mar., Box 4, Grain Dealers Journal, Chicago, Ill.

NEARLY NEW elevator in Ia., handling oats, corn and hay, with good side business for sale. Address Win., Box 3, Grain Dealers Journal, Chicago, Ill.

REBUILT modern 30,000 bu. elevator in corn section of Ill. for sale. Station handles 300,000 bus. Address One, Box 4, Grain Dealers Journal, Chicago, Ill.

BARGAIN—New 25,000 bu. elevator in corn section of Ill. for sale. Handles 150,000 bus. per year. Address Haw., Box 4, Grain Dealers Journal, Chicago, Ill.

STRICTLY MODERN 80,000 bu. house in A1 shape for sale at bargain. Station handles 850,000 bus. Address Orne, Box 4, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT to buy an up-to-date elevator worth the money and doing the business in large territory on Big 4, Address Con., Box 3, Grain Dealers Journal, Chicago, Ill.

GOOD FEED MILL and grain business in eastern Colo., also residence, for sale. Splendid opportunity in new, rapidly growing country. Address Col., Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR in FORT WORTH for sale; comparatively new; three lines of railroad; owner recently died; opportunity to get a money maker. J. G. Watkins, 205 W. 10th St., Fort Worth, Tex.

FOR SALE—A 22,000-bu. capacity elevator, and corn crib on Omaha Ry. in Northeastern Neb. with standard gasoline engine, scales, etc. Address Maha., Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Western Indiana, 50,000 bu. elevator in corn and oat belt. Handles 290,000 bus.; 3 dumps, 3 stands of elevators, steam power, sheller and cleaner. Price \$14,000. Address Van., Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATOR on Wabash Ry. in St. Joseph Co., Ind., for sale. Capacity 10,000 bus.; no competition; good business and in center of good grain country. Bargain if taken soon. W. B. Calvert, South Bend, Ind.

30,000 BU. ELEVATOR for sale; 15 h.p. Otto gasoline engine, Eureka cleaner, Fairbanks dump and hopper scales; all in first-class repair. Price \$7,500.00. Address Independent Elevator Co., Box 672, Regina, Sask.

ELEVATORS FOR SALE. If you want to buy or sell, lease or rent an elevator, trade land or other property, or trade elevator for land, write me. I have what you want. Jay D. McClean, 403 N. Jef. Ave., Peoria, Ill.

40,000 BUS. elevator for sale; situated in Southern Illinois, capacity 5,000 bus. per day; only elevator in place. Price and reason for selling given on application. Address Namafak, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A line of three elevators and residence in central Ill. One elevator and residence in city of 10,000. All doing a nice business. A grand chance to make money and have a nice home. Address J. M. Maguire, Campus, Ill.

FOR SALE—Elevator, Northern Iowa, capacity 20,000. Corn cribs, 8 h. p. Fairbanks gasoline engine, cleaner and corn sheller. Competition easy. Large territory. If interested, address Per., Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE—We have a large list of extra good bargains in elevators in first-class locations, doing good business. Write for prices, terms and descriptions, giving location your prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

ELEVATOR and feed mill in small Wisconsin village in good farm and dairy country. Buildings and machinery in first class condition. Modern and up-to-date in every respect. Doing good business in custom grinding. Good opening for someone. Address W. W., Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—10,000 bu. elevator; new nine-room residence; cribs for 20,000 bu. eat corn; 14,000 bu. oat bin; new 8 h. p. gasoline engine. None of the buildings on R. R. land. Price \$8,000 and worth it; one-half down, bal. easy terms. Address Box 13, Smithshire, Ill.

NEARLY NEW elevator in Kans. town of 1,500 people, in wheat and corn belt of southern Kans. Only 2 elevators in town; good competition and splendid R. R. facilities. Price and reason for selling given on application. Address M. L., Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Located in Southern Pa. on the Phila. & Reading Ry., a first-class elevator, coal trestle and switch, fertilizer house and yards, also one-eight reduction flouring mill, both properties run by water power, in first-class order and are now enjoying a fine trade. Will be sold on easy terms. For further particulars, address F. A. Asper, Aspers, Adams Co., Pa.

ELEVATORS FOR SALE.

A SNAP FOR \$20,000. Phoenix elevator, capacity 150,000 bus., fully equipped with cleaners, clippers, etc.; ample power and ground room to increase capacity; perfect condition to operate; located Belt Line, Kansas City, East. Address Geo. M. Flanagan, Nelson Bldg., Kansas City, Mo.

FOR SALE—Two good elevators in North Dakota, on Great Northern Railway, of 45,000 bus. capacity each, with good business. For reason for selling and other information, address A. D., Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Three modern 40,000-bu. elevators in best corn, oats and barley section of Northeast Iowa, doing actual business of 275,000 in grain. Two of the points handle in connection lumber, coal and live stock with no competition. Good reason for selling. Address O'Connor Bros., Raymond, Ia.

OKLAHOMA ELEVATOR AND CORN MILL for sale. In the best corn, wheat and oats belt of southwestern Oklahoma. A bonanza for anyone wishing to locate in Oklahoma, and start right in the grain business. Good reason for selling. Write at once to Clift Bros., Hastings, Okla.

INDIANA elevator for sale. 10,000 bu. cap., doing good business, located on Pa. Ry. and an Interurban line. No competition. Eltr. built 4 yrs. Well equipped; good farming country; also handles flour and feed. Best reasons for selling. Address P. W. W., Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE in S. E. Kans. on Katy. 15,000 bu. cap.; also corn cribs, coal house, bran house, flour house, stone house for oats, office and scales. Cleared \$600 on flour and bran alone last year. One competitor. I am 70 years old and will sell very reasonable. Address Rellim, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A new modern up to date 20,000-bu. elevator in small town in western Minn. Good coal sheds and business in connection, good crop this year will handle from 75,000 to 100,000 bu. at good margin. Excellent chance to establish lumber yard there being none in town. A right good chance for a live man. Address Hyser, Box 4, Grain Dealers Journal, Chicago, Ill.

MODERN ELEVATOR, 35,000 bu. cap., 25 h.p. gasoline engine. A1 territory. No opposition. Flour exchange in connection. Large hay warehouse. Handles grain, hay, flour, seeds and coal. Splendid location for lumber yard. Will sell cheap or will exchange for good farm. Good reasons for wanting to sell. Address Mot., Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A new elevator, modern, capacity about 17,000 bus., 2 dumps, 8 bins, brick engine house, gasoline engine, office, 5 ton Fairbanks Compound beam scale, all new, 2 acres land running parallel with R. R. side track, hog lot, good well and pump, coal bins, corn cribs and good town 1,500 population. Territory 18 miles north, 12 miles south, 6 miles east and west; good farming territory, no better in the state. Going to California for selling. C. W. Carroll, Blansderville, McDonough Co., Ill.

ELEVATORS WANTED.

ELEVATOR WANTED to rent. Box 54, Parkersburg, Ia.

WANT TO LEASE a good elevator for one or three years. Address Lock Box No. 17, Woodward, Ia.

WANTED—to buy elevator that will handle 200,000 or more per annum. Address Lock Box 15, Wellsburg, Ia.

WANTED TO BUY elevator doing good business in a good live town. Address giving full particulars and price. H. R. Sheldon, Smith Centre, Kan.

ELEVATORS WANTED—We have buyers for good elevators in Iowa, Nebraska, Kansas, Oklahoma and other states. Write at once if you want to sell. Iowa Mill & Elevator Brokers, Independence, Ia.

WILL LEASE or buy one or two elevators in corn belt; must show good business. Prefer good business and poor elevator to a good elevator and poor business. Write me what you have. Address Rex, Box 3, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

125 BBL. MILL for sale in southwestern part of Minn.; good hard wheat country; good farmers trade. Address Mt. Box 3, Grain Dealers Journal, Chicago, Ill.

MILL IN FINE CONDITION and doing good work for sale. Frame building, solid stone basement, about 35 bbl. water power. Good schools. H. M. Lee, Pagosa Springs, Colo.

ELEVATOR AND MILL for sale or exchange for good farm land. One of the largest mills in the state of Ia. Cap. 350 bbls. Well equipped and now running. Adrs. C. C. O'Malley, Cresco, Ia.

BARGAIN—Southeastern Nebraska, 35 bbl. water-power, rolling mill, with dwelling, outbuildings and yards for stock—all in splendid condition—not a dollar needed for repairs. Address R., Box 12, Grain Dealers Journal, Chicago, Ill.

NEW YORK STATE mill for sale. A 30 to 35 bbl. mill on wheat and 40 to 50 on buckwheat in one of the best locations in the state. 3 railroads and about 2,000 inhabitants; the only mill in the town. If I can sell in 30 days, can give satisfactory reasons for selling. For particulars, address N. Y., Box 3, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

WELL IMPROVED farm for prompt sale. Address W. L. Prescott, Benkelman, Neb.

BEST LOCATION for two hundred bbl. flour mill in the west, plenty of A1 wheat and ready market. Address Frank H. Foster, Secy. Brewster Commercial Club, Brewster, Wash.

FOR SALE, \$6,000.00—General merchandise, in a good Iowa town of 200; good, rich farming country, and a good territory to draw from. Nice clean stock and rent cheap. Good reasons for selling. Cash only. Address E. & O., Box 4, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED as supt. or foreman of an elevator; 8 years experience in elevator and grain business; A1 references. Address Par, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as manager of Elevator. Have had 11 years successful experience buying grain and 25 years selling lumber. Address Grain, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—Experience and ability count; 18 years experience as Mgr. of eltrs.; keep double entry books; good mixer; best of references. Address A. W. Walls, New Richmond, Ind.

WIDE AWAKE grain man open for management of good grain elevator, experienced, both bookkeeping and grading; have my typewriter and millwright tools. Long contract to right party. Address L Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by experienced man, with grain co. as manager of elevator, or with large milling co. as supt. of eltr. and warehouse. Competent of taking full charge, familiar with office duties, understand grading of grain and machinery. German and American spoken. First-class references. Address P., Box 2, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as traveler or auditor for good live grain company by young married man who has had large experience in the business both road and at terminals. Well acquainted with the trade in both North and South Dakota and southern Minnesota, and am sure can show good results. Can furnish best of references and would like a personal meeting at once. Address Hyser, Box 4, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

FOTOGRAF WANTED—Copy of fotograf of the Grain Dealers special train over the C. & N.W. Ry. taken at Cedar Rapids, Ia., Oct. 1, 1901. Address C. S. Clark, Mgr. Grain Dealers Journal, Chicago, Ill.

If you have a good thing

Tell the Grain Dealers—
They'll do the rest—

Advertising is the quickest and best way—but it must be the right kind of advertising.

If you have spent your good money without satisfactory results, it's a case of wrong article or wrong advertising.

The easiest, most direct, most popular and most effective way to the grain dealer is The Grain Dealers Journal route.

Try it.

HELP WANTED.

WANTED—A good elevator man not afraid of work. Salary \$50.00 a month. Electric power in elevator. E. H. Linzee Grain Co., Hobart, Okla.

FIRST-CLASS elevator foreman wanted; one that can keep up machinery and knows something about the grain business. Jordan & Son, Kempton, Ind.

WANTED—Grain buyers. Prefer German or Scandinavian. Good points in North and South Dakota. Salary \$65 to \$75. S. A. Morawetz & Co., 910 Security Bk. Bldg., Minneapolis, Minn.

WANTED—A man of experience to take charge of an elevator located in central Indiana. Good salary and a delightful little city in which to live. Write J. T. Detchon, New Richmond, Ind.

GOOD, SOBER and industrious man for general work around country elevator, wanted. One who has some knowledge of machinery preferred. Steady work to right party; in good town near Aurora. Address Ker, Box 1, Grain Dealers Journal, Chicago, Ill.

COMPETENT BOOKKEEPER wanted. A young man who is familiar with the grain business and has had practical experience keeping books, can secure a good position at a country point. Address S. S., Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED—A man to take charge of elevator and corn milling plant, one who understands machinery and can get results. State experience, age and salary wanted to start. A good position for right man. Pitts Mill & Elevator Co., Marshall, Tex.

LOCATIONS FOR ELEVATORS.

GOOD LOCATIONS
for Elevators and
Industries on
The Belt Ry. of Chicago.
Low Switching rates.
Good car supply.
Address B. Thomas, Pres.
Room 11, Dearborn Station, Chicago.

PARTNERS WANTED.

PARTNER wanted to join in starting elevator at good point in Indiana; or will sell stock in good business with 5 per cent guaranteed on stock. Address Wig, Box 3, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED grain man now in business would like to buy half interest in another good western Ind. point to handle 300,000 bus. or more. Address Interstate, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED—Man to take some stock in a complete cornmeal and feed mill and elevator doing fine business, and manage the mill. Located in North Texas. Address B. M. M., Box 4, Grain Dealers Journal, Chicago, Ill.

ENGINES FOR SALE.

GASOLINE engines for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

FAIRBANKS-MORSE 2d-hand 25-h. p. gasoline engine in fine condition, for sale. 1370 W. Lake, Chicago, Ill.

9 H. P. OTTO, 9 h. p. and 6 h. p. Columbia gasoline; guaranteed to be almost as good as new. Bargains. F. W. Coen, 3802 Ridge Ave., Chicago, Ill.

FOR SALE—1 35 h. p. Charter Gasoline engine. Good as new; used about 7 months. Address D., Box 2, Grain Dealers Journal, Chicago, Ill.

STATIONARY GAS ENGINE, about 30 h.p. for sale; suitable for elevator use. Weight six tons. J. H. Allen & Co., St. Paul, Minn.

FOR SALE—40 h.p. Foos gasoline engine in fine condition. Have replaced with 75 h.p. For full information, address Dadmun Bros. Whitewater, Wis.

FOR SALE—Ten 2 h. p. Fairbanks-Morse gasoline engines, practically new; also five 2 h. p. International gasoline engines. Address J. C. Mire Implement Co., Ltd., New Orleans, La.

SECONDHAND CORLISS engine for sale. A Vilter 16"x42" left hand Girder Bed 125 to 200 h. p., 12 ft. wheel; excellent condition; now in operation. Harris Machinery Co., Minneapolis, Minn.

GASOLINE ENGINES for sale. 15, 20 and 25 h. p. gas or gasoline, slightly used and as good for use as new; re-filled and tested before leaving shop; and prices that will move them. G. W. Alcock, Chanute, Kans.

GAS ENGINES FOR SALE.

- 22 H. P. Fairbanks-Morse.
- 16 H. P. Fairbanks-Morse.
- 12 H. P. Fairbanks-Morse.
- 8 H. P. Fairbanks-Morse.
- 20 H. P. Otto.
- 8 H. P. Otto.
- 10 H. P. Ohio.
- 25 H. P. Columbus.
- 10 H. P. Webster.

Also fifty engines for smaller sizes and all makes. A. H. McDonald, 36 W. Randolph St., Chicago.

LIST OF SECOND HAND GASOLINE ENGINES. 1-1/2 HP Webster gasoline engine complete, with water tank, jump spark and hot tube, \$65. 1-2 HP Webster gasoline engine complete, with water tank as good as new, electric spark and tube, 90. 1-3 HP Lambert horizontal engine, electric spark and torch, as good as new, \$110. 1-4 HP Dayton engine, vertical, \$75. 1-4 HP Foos engine, as good as new, \$110. 1-5 HP Foos engine, \$125. 1 O. S. Kelley 5 HP engine, used 6 months, \$100. 1 44 HP Howe engine, used two years, \$800. 66 HP Weber Vertical cylinder, with up-to-date gas producer, as good as new, used less than two years, \$1,700. Allen P. Ely & Co., Omaha, Neb.

MOTORS FOR SALE.

NEW and second hand direct and alternating current motors for sale. Franklin Electric Co., 224 S. Clinton, Chicago.

FOR SALE—Dynamics and Motors, new and second-hand. Direct or alternating current. Corbin & Guion, 52 West Jackson Boulevard, Chicago, Illinois.

ENGINES AND BOILERS FOR SALE

FOR SALE, ENGINES & BOILERS.

4-72x18 Horizontal Tubular, High Pressure.
1-84x18 Horizontal Tubular, Standard.
1-78x16 Horizontal Tubular, Standard.
1-72x18 Horizontal Tubular, Standard.
5-72x16 Horizontal Tubular, Standard.
1-66x16 Horizontal Tubular, high pressure.
1-60x16 6 in. Riveted Flue, Standard.
3-60x16 Horizontal Tubular, Standard. Sixty others, all styles and sizes.

ENGINES.

20x48 Wheelock.
18x42 Hamilton.
18x36 Wright.
16x32 Buckeye.
18x26 H. S. & G.
16x20 Brownell.
14x20 Atlas.
14x14 Vertical.

Forty others, all sizes and styles.

Also pumps, heaters, tanks, saw mills and general machinery. Send us specifications of your wants. The Randle Machinery Co., 1748 Powers St., Cincinnati, O.

MISCELLANEOUS FOR SALE.

TEST WEIGHTS 50 lb. for sale. Inquire of H. W. Stevens, Lawler, Ia.

GRAIN TESTERS.

Two quart testers, one quart tester, one pint tester, the best are cheapest, we have the best. Write us for prices. A. S. Garman & Sons, Akron, O.

FINE PAIR of bevel gears, cost \$85, good as new. Price \$40. Write for dimensions. Also 1 stand of 6x12 smooth roller mill, in fair condition, Barnard & Leas make. Price \$25. Rockwells Flour Mills, North Baltimore, O.

NO MORE LEAKS—Maire's Indestructible Roof Preserver absolutely prevents decay, preserves the roof and makes it good as new. Stops rust. Best for all surfaces. Write for full particulars. Maire Paint Co., Minneapolis, Minn.

FOR SALE CHEAP.

- 1 No. 5 Eureka Separator.
- 4 Boss Car Loaders.
- 2 12-in. Cast Iron Turn Heads.
- 1 14-in. Cast Iron Turn Head.
- 1 No. 2 Western Corn Sheller.
- 1 Marseilles Combination Sheller and Cleaner, 600 bu. capacity.
- Crabbs-Reynolds-Taylor Co.,
Crawfordsville, Ind.

SCALES WANTED.

AUTOMATIC SCALE wanted, 50 bu. capacity. Must be good make, accurate and reliable. Jeff Ray & Son, Rockport, Indiana.

A PARTNER
HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

MACHINES FOR SALE.

FOR SALE—3 Richmond Round Reels 9x18. Good as new. Cheap. J. M. Hornung, Greensburg, Ind.

FOR SALE—One Monitor No. 9 oat clipper. Apply Rosenbaum Bros., 77 Board of Trade, Chicago, Ill.

MONITOR GRAIN CLEANER No. 6 for sale cheap. Good condition. Farmers Co-operative Elevator Co., Valley City, N. D.

FOR SALE—complete sets of solid French burrs, iron husk frame; 1 set 40 in. 3 sets 46 in. All practically new; perfect condition. Carlyle Milling Co., Carlyle, Ill.

MACHINERY FOR SALE—3 Gorton improved centrifugal reels, 10 ft. long, 1 ft. I. H. A. Barnard middling purifier, speed 450; 3 stand flour rolls 8x18. All the above are almost as good as new. Will sell cheap. T. S. Wilson, Spickard, Mo.

FOR SALE—One No. 3 Ohio refilling screened corn cleaner, 10 ft. long, 4 ft. high, 3 1/2 ft. wide, capacity 300 to 400 bu. per hour, made by the Philip Smith Co. Machine in good condition. Make offer. The Raymond P. Lipe Co., 1331 Nicholas Bldg., Toledo, O.

MONARCH BARGAIN LIST.

- 1 16-in. Foos scientific Attrition mill.
- 1 16-in. Monarch vertical burr mill.
- 1 18-in. N. & M. vertical burr mill.
- 1 22-in. Bradford under-runner corn mill.

1 mounted O corn and cob crusher. Monarch Mill & Supply Co., Monadnock Block, Chicago, Ill.

FOR SALE—One No. 1-D Marseilles Combination dustless cylinder warehouse corn sheller; one Marseilles portable dump and elevator to load cars (elevator 24 ft.) good 2 h. p. with same. Both in good shape, nearly new, cheap. Reason for selling completion of 30,000 bu. elevator. Binger Gin & Grain Co., Binger, Okla.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FOR SALE—One Fairbank's hopper scale, capacity 60,000 lbs. Apply Rosenbaum Bros., 77 Board of Trade, Chicago, Ill.

SCALES of all kinds: repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

STANDARD SCALES for mill and elevator purposes. Steel frames for all standard make of scales. We meet every requirement of the best of the grain trade. Standard Scale & Mfg. Co., 601 East Court Ave., Des Moines, Ia.

SCALES FOR SALE.

One 50 ton capacity railroad track scale. Two 10 ton wagon scales.

One 2 ton floor scales.

We will furnish all iron or metal parts for above only. Mueller Coal, Heavy Hauling & Transfer Co., 2520 Bismarck St., St. Louis, Mo.

SEEDS FOR SALE.

FOR SALE—New crop timothy seed. Send for samples and prices. A. D. Hayes, New London, Ia.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

HAY WANTED.

ALWAYS in the market for sweet, well cured HAY. Correspondence solicited. Blake & Farrar, Receivers and Carload Dealers, Baltimore, Md.

HAY AND STRAW of all descriptions wanted. We will either buy outright or handle on the usual rates of commission. R. F. Worley & Co., Chicago, Ill.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

SEEDS WANTED.

CLOVER SEED wanted—Medium and Mammoth. Send samples. C. C. Norton's Sons, Greenfield, Ohio.

WANTED—Buckwheat, millet, timothy, clovers, pop-corn, mustard. Submit samples. J. Oliver Johnson, Chicago, Ill.

SEEDS WANTED: Clover, timothy and red top. Car lots or less. Submit samples and prices. Louisville Seed Company, Nos. 208-210 Second St., Louisville, Ky.

WRITE US NOW about new crop FIELD SEEDS. Mail samples TIMOTHY, CLOVER, MILLET, MUSTARD, CHICKEN FEED GRAIN, etc. Sample envelopes for the asking. THE ILLINOIS SEED CO., CHICAGO, ILL.

THE TOLEDO FIELD SEED CO.
CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.
ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

**SECOND-
HAND**

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Boltting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

**GRAIN
DEALERS JOURNAL**
OF CHICAGO.
COSTS 15 CENTS PER LINE.

MEAL FOR SALE.

STANDARD COB MEAL for sale by H. K. Holman Co., Fayetteville, Tenn.

HAY FOR SALE.

HAY TO OFFER—Any quantity of South Texas Hay. Write for samples; quick shipments. E. S. Dixon, Wholesale Hay, Houston, Tex.

FEED FOR SALE.

GROUND CORN and chop fed for sale in carlots. Prompt shipment. Write for samples and prices. Droege Bros., Council Bluffs, Ia.

GRAIN FOR SALE.

IF YOU have choice grain for sale, offer it in the "GRAIN FOR SALE" columns of the Grain Dealers Journal. Get inquiries, send out samples and sell to the best bidder. It will pay. Try it.

BUYERS OF SALVAGE GRAIN

The Toledo Salvage Co.

Buyers of
OFF GRADES and
SALVAGE GRAIN
Toledo, - - - Ohio

Salvage Grain Wanted

I buy and sell damaged malt, flaxseed and salvage grain of all kinds.

WM. B. GALLAGHER
72 Pearl Street, BUFFALO, N. Y.

POPCORN WANTED.

POPCORN Wanted—Correspond with us. Bradshaw Co., New York, N. Y.

GRAIN WANTED.

WANTED No. 2 white northern old oats. Pape & Loos, Quincy, Ill.

WANTED—Shippers of grain, hay and mill feeds to quote. J. H. Neil & Co., Brokers, Nashville, Tenn.

CORRESPONDENTS wanted, who sell sacked grain and mill feeds to wholesale trade. Box 325, Montgomery, Ala.

WANTED—Shippers of grain, hay and mill feeds to quote. The Frank P. Levy Co., Merchandise Brokers, Pensacola, Fla.

WE ARE in the market for mixed grain, wheat and oats. Please send us samples of any of this mixture you may have, also give us your Philadelphia rate, and we will make you bids on same, f. o. b. your station. G. O. Cruikshank, Leipsic, Ohio.

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THE ALBERT DICKINSON CO.

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Timothy
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SEEDS

Blue Grass
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Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

THE EXPERIENCE OF OTHERS

**GRAIN
DEALERS JOURNAL**

253 La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

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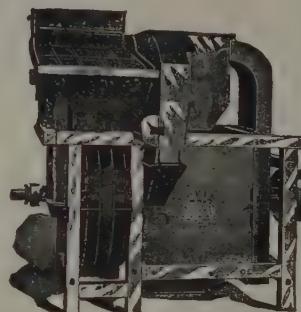


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Clip Your Oats

It is profitable and doubly so if you use the Invincible Oat Clipper. This machine requires little power for the work done, clips with a very small per cent of shrinkage, and turns out a quality of clipped oats that command the highest prices wherever offered.



It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity up to 2,400 bushels per hour. We would like to write you fully and explain all the points in which this machine excels.

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*Don't Deceive Yourself.
The Crop Records are More Favorable.
Equip Your Plant However to Do the
Best Cleaning Possible.*

C. Despite the early unfavorable weather and the gloomy forecast sent out a few months ago, summer has taken a good hold of the growing crops and conditions now are quite favorable; and although a full crop will not be realized, the average yield will be good.

C. The yield however, will require the best of cleaning and you should look over your equipment and see what is lacking; always bearing in mind that MONITOR machines represent absolutely the highest type of machinery built for its special uses.

C. You'll find MONITOR machines in the largest mills in the world—you'll find Monitors in the smaller plants—no order is too large for us to estimate on—and none too small. All together there are over 25,000 of our machines in the mills and elevators of the country, each giving a perfection of service.

C. We shall be glad to allow responsible parties 30 days running trial of any of our machines on their own floors.

C. If you haven't our catalogue on file, let us send you a copy without delay—look it over, then we'll tell you of concerns right in your own neighborhood who have used MONITOR machines for years. There are no better machines built.

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Silver Creek, N. Y.



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JOURNAL BY THE AMERICAN
NEWSPAPER DIRECTORY

GRAIN DEALERS JOURNAL

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value of The Grain Dealers Journal as a medium
for reaching the grain dealers and elevator
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in its columns tell of its worth. If you would
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Letters

on subjects of interest to those engaged in
the grain trade, news items and crop reports
are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.

CHICAGO, ILL., AUGUST 25, 1907.

ANYHOW the telegrapher's strike saved the northern wheat crop from total destruction by frost.

YOU never imagined the mails could be so slow until you received your telegrams under a 2c stamp.

ARE YOU going to the Grain Dealers' National Ass'n meeting? Then tell us and we will tell everybody else in the trade.

COAL prices will advance September 1, 10c to 25c per ton. Better order fuel now and use money saved to attend Grain Dealers National Convention.

HOT weather damages northern wheat "in the dough," cold weather destroys it; rainy weather impairs the quality, and sunshine cooks it. Meanwhile the "bulls" and "bears" prosper.

THE ASS'NS which do not act on the complaints and protests voiced at their meetings or follow up the practical suggestions offered by members never fulfil their full duty to members.

GASOLINE engine users who are interested in reducing their fuel bills should read the articles on this subject in the June 10th Grain Dealers Journal, page 672; June 25th, page 732; Aug. 10th, page 175, and in this number. Experience has proved that kerosene can be substituted and the cost for power reduced at least one-half.

NEBRASKA elevators have taken the lead in collapsing on the new crop. Only two such accidents in that state reported in this number. Be careful not to overload weak bins.

SPARKS from passing locomotives are credited with the destruction of two Illinois elevators recently, and as they were built on railroad right of way no damages will be paid.

IF ALL track selling ceased and the track buyers would compete for the grain on the floor of the central market exchanges no doubt the average price received by shippers would be higher.

THE BENEFITS of the state reciprocal demurrage laws enacted last winter will be watched for most vigilantly in the movement of the new crop. Upon the practical results attained by the existing laws depends much new legislation.

HARVEST yields will not be so large this year as last, but the relative value of the crops, owing to high prices, is about the same. Grain dealers profits should be greater for it takes less money to handle small crops, and grain should be purchased on wider margins.

POOR CARS are being complained of by shippers in the Northwest and the East. So long as shippers accept old worn out cars with bulged or broken sides and leaky roofs the railroad companies will tender them for use and run the chance of getting the opportunity to turn down one more claim for damages in transit. Bad order cars should be refused and their condition reported direct to headquarters.

NORTH DAKOTA has a new freak law designed to encumber the elevator companies of that state with new duties of service to no one. The Minneapolis & Northern Eltr. Co. has been fined \$100 for not having its agent at Argusville post the certificates of weight and inspection of grain shipped by him as required by the law. The average number of elevators at stations is higher in North Dakota than any other state, but the line companies will be likely to desert the field if the state legislature continues to indulge its weakness for freak laws.

REBATES are a thing of the past. Every shipper who is not so favored knows this to be true. Even the Standard Oil Co. would now refuse to profit by such discrimination. Still we cannot forget that the C. St. P. M. & O. R. R. and its general freight agent have been fined \$20,000 and \$2,000 respectively for granting rebates to grain shippers. A few more fines for both shippers and carriers and all will be able to get about the same service for the same money. Laws are never respected until enforced.

HOW does your assessor arrive at the amount of your personal taxes? Does he assess you on the total amount of business done, or simply on the amount of grain and cash on hand on a given date? Some assessors tax grain elevator men for their houses when located on railroad right of way while others do not list such elevators. Being freight depots for bulk grain they are included with the railroad property.

WHAT provisions do you wish embodied in the new uniform B/L? If you have any ideas on the subject let your voice be heard so that dealers writing to the Interstate Commerce Com'ns will have the benefit of your opinions. A delegation of grain shippers as well as railroad men will appear before the Commission early in October with suggestions of petitions on the subject in hope of solving the long drawn out controversy. The railroad interests may be depended upon to get the Commission to endorse a 120% B/L if possible. Do you favor it?

THE grain trade has been very fortunate in being free of lawsuits for damages as the result of alleged infringement of letters patent on mechanical devices, but it is now promised unusual entertainment in this line by the carloader contestants and by two new makers of flexible loading spouts—Edwin Whorrall, who was granted letters patent in May, 1907, and Baier Bros., who complain that Whorrall's ear corn spout infringes their device. The Patent Office seems not to hesitate to issue letters patent on the same or similar devices as often as it can collect the fees, so the patentees have no knowledge of the validity of their patents until passed upon by the court of last resort.

THE OUT-OF-DATE methods of rusty old dealers at some stations causes many traveling men for the best firms to shy at them and wonder how they get an existence out of the grain business. One writing from northern Illinois says: "The two grain firms here are fully fifty years behind the times. No system of doing business. Everything about their offices looks ancient and their elevators are dirtier than any I have seen before. I wonder how they get any insurance against fire. When a load of grain comes John digs into the pile of waste paper in the corner for a piece on which to record the weight. Nice, pleasant old fossils; they never will do business according to modern methods. They prefer to pay a higher cost for the privilege of drifting along in the old way." The traveler has our sympathy, but he can rest assured that dealers so opposed to modern methods will soon be forced to give way to the live, progressive dealers whose enterprise will capture all the trade.

MANITOBA has a law requiring the destruction of seeds of all foul weeds, hence every elevator is equipped with modern cleaning machinery and most of the seeds are returned to the farmers as they should be. The elevator man who makes no effort to determine how much rubbish he accepts at the market price of grain is working in the dark and all unnecessarily. A good cleaner will enable the buyer to remove the foreign matter quickly and return it to the farmer. The machine will soon pay for itself and one great leak in your profit account be effectually checked. No buyer has been known to return to the old plan of accepting any mixture offered at the same price after once docking for dirt. With the higher range of prices the dealer pays a higher price for the dirt and the farmer is more deeply tempted to instruct the thresher to leave in all the dirt possible. Every buyer who refuses as he should to pay for dirt greatly improves the chances of reaping a reward for his labor.

CROP EXPERTS, so-called, will need no epitaph when they are dead, and the sooner some of them die the better it will be for the grain trade. They have already reared to their eternal memory a Monument-a'-liar. Seriously, many men who have reported crop conditions this year have out-lied the most desperate tales of depredation, that have ever been sent to terminal markets, in the history of the grain trade. Executive members of the various Exchanges who have not given this subject serious thought would do well to consider it. There can only be one ultimate effect of this baneful prevarication and that is to rob the speculative public of confidence, resulting in the curtailment of business. As one example among scores that we might mention illustrating deception practiced by grain reporters, there is printed facts in this issue of the Journal about a sample of five wheat which was sent from Spink County, S. D., to a commission merchant in Chicago. The owner of the farm from which the wheat was taken declares the wheat will make 20 bushels per acre and will grade No. 1. The wheat was of such splendid quality that it was mentioned on the tickers. The wheat field from which the sample was taken was specifically "killed" by crop experts twice this season, first by green bugs, and then by rust. Another instance: A certain firm operating on the Chicago Board of Trade recently received at an advantageous time a telegraphic report from the Canadian wheat belt that the temperature there was 4 degrees below freezing. On the strength of such fabrication wheat was bulled 1c per bushel. Such deception is unbusiness-like, uncommercial and eventually disastrous and disgraceful.

DOCKAGE rules for oats and barley on account of dirt contained are being asked of the Minnesota Warehouse Com'isn by the Tri-State Grain Dealers Ass'n and the grain elevator operators of the state. Dockage of wheat, rye and flaxseed for dirt contained has long been recognized as fair and legalized by custom. No reason has been or can be advanced for requiring the buyer of oats and barley to pay the market price of grain for dirt and the State Board of Appeals will doubtlessly establish the dockage asked when it meets in Minneapolis, Sep. 4. In the meantime it behooves the grain buyers of the state to write their views to the Railroad and Warehouse Com'isn, St. Paul.

ANYBODY, anywhere can now buy stock in the Farmers Terminal Grain Co., of Kansas City, Kan., which is being promoted by B. R. Beall, Sec'y and Mgr. At one time this same Beall was a member of the Kansas Grain Dealers Ass'n and of the Kansas City Board of Trade, but after being expelled from the latter institution he joined the forces of that short lived fake known as the National Board of Trade. Many farmers and some grain dealers were given a chance to buy shares of stock in the National also, but they are waiting and longing for some one to take it off their hands. In a letter to an Ohio grain dealer soliciting stock subscriptions Mr. Beall in writing of the officers says, they "are all practical and successful business men." The manager did succeed in getting expelled from the Board of Trade, but his many years in the grain business were not successful else he would not now be soliciting stock subscriptions. It may be possible to catch Western bucolics on this stock game, but it is a waste of postage to seek to interest regular grain dealers of any section of the country; they are too wise.

SCOOPERS seem to be unusually numerous in several states this year and just as dishonest as ever. Some have transferred their operations to other stations because, well because they did not have the necessary cash to pay the balance due to farmer "friends." An Ohio firm of scoopers doing "business" at Irwin and Mechanicsburg sought to gain the good will of farmers by bidding more than the market justified and then when the price declined refused to accept the grain contracted at the agreed price. One farmer has brot suit to compel the payment of the contract price for his wheat and his success will surely prompt other farmers also to seek redress. A contract for the sale of grain is equally binding upon the buyer and seller and if either party is able to prove the contract he can readily get judgment for any loss suffered by reason of the default of the

other party to the contract. However, if the other party is not responsible the judgment is worthless. After suffering several losses as the result of dealing with irresponsible scoopers farmers will be more content to confine their dealings to elevator men who have a permanent investment and modern facilities for the advantageous handling of grain.

NEW OATS.

So few cars of bright, clean, heavy oats have made their appearance in central markets since the new crop began to move that the trade is pretty well disgusted with the quality of the new crop. But to make matters worse, as is clearly shown by the reports of the Chief Inspectors published elsewhere in this number, the country elevator men are denying themselves all chance of receiving a fair price for their new oats by shipping them before they have passed thru the sweat, and damp and dirt. Surely none can hope to realize a profit as the result of such careless work.

THE LEGAL WEIGHT OF A BUSHEL.

The wide variations between the legal weights of the same grain provided by the laws of different states are ridiculous and expensive. Some bucolic legislators in a vain effort to legislate value into the grain have selfishly and persistently reduced the weight of the legal bushel much to the inconvenience and sometimes the expense of buyers.

Ohio, Indiana and Kentucky have long had laws making 68 lbs. constitute a bushel of ear corn after Dec. 1 of year in which it is gathered, yet few regular grain dealers of these states have respected the laws because in shipping to outside markets they were required to deliver 70 lbs. Some, fearing prosecution for violation of the law, have refused to buy ear corn by the bushel, but have adopted the hundredweight as the unit for measuring quantity. Others, relying on their right to contract, have discarded the term bushel and bot only by the 70 lbs.

In Minnesota, where buyers have always taken 33 lbs. of oats and 50 lbs. of barley for a bushel, the legal weight has been fixed at 32 and 48 lbs., respectively, and heavy penalties provided for those convicted of buying by any other units.

While it may be possible to establish the legal weight of a bushel of any grain and to punish *users of the bushel* who take any other weight, yet it is extremely doubtful if dealers could be forced to buy grain by the bushel. If dealers bid for "33 pounds" of oats and "50 pounds" of barley and the farmers accept the offers, no court would think of setting aside the contract or declaring it illegal. To do so would deny both the dealer and the farmer the right to make contracts, which is contrary to the state constitutions and the common law.

Many Minnesota buyers are denouncing

this attempted interference with their business just as the dealers of the Ohio valley states did when the ear corn laws were enacted. All seem to overlook the fact that the smaller the unit of measure the more certain is the dealer to realize a fair profit on his year's business. Buyers invariably compute their profit on the unit used in measuring the commodity but, e. g., the wool buyer computes his profit on the pound, and the grain buyer would be much better off if he would do likewise. No grain buyer would think of taking, and farmers could not expect him to accept, less than $\frac{1}{8}$ of a cent profit on each pound handled. No one would be willing to break a cent in smaller fractions. This would amount to 4 cents on 32 pounds of oats, and 6 cents on 48 pounds of barley. Most dealers would feel that $\frac{1}{4}$ of a cent was small enough margin on which to handle a pound of grain, altho many now handle a bushel and some a cental on as small a margin.

If grain market quotations were by the pound the variations between the prices ruling at central and country markets would be less noticeable and the buyer would receive fewer kicks on his prices bid, altho his profit on every transaction would be much larger.

The same reasoning applies, altho in a less degree, to the forced reduction in the weight of the unit of measure of the different grains. The buyers will profit more than any one else by the reduction of the unit, because involuntarily they will insist upon having the same margin of profit on each unit as before, and as they will handle more units their total profit will be greater.

The farmer who marketed 70,000 pounds of ear corn or 1,000 bushels, or 700 centals, would under the 68 lb. law be paid for 1,029 bushels, but the greater the number of units, the larger will be the aggregate toll taken by the buyer if he insists upon having a reasonable margin of profit per unit as he should do.

NEW ENGLAND THREATENED WITH CAR PROBLEM.

New England grain buyers, located in states having laws requiring railroad company to allow consignee ninety-six hours in which to load or unload cars are very likely to find their business badly handicapped unless they make a special effort to release cars promptly, or something is done to appease the wrath of the American Railroad Ass'n, and satisfy the needs of western shippers.

New England roads, under the new per diem arrangement, are obliged to pay 50c per day for the use of foreign cars. As most of the grain for New England points is carried to its destination in western cars, New England railroads frequently have to pay \$2.00 for the use of a car, but are forbidden by law to charge consignee for its use. The N. Y., N. H. & H. R. R. has threatened to withdraw from the per diem freight car agreement, and western roads have met this threat with the promise to refuse to load cars for New England points except for transfer.

Investigation has developed the fact that New England roads have not sufficient cars to meet their requirements, so it may be that a compromise will be arrived at. However, New England buyers will relieve the situation considerably by hastening the unloading of western cars and releasing all such rolling stock as promptly as possible.

Letters From Dealers

(Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.)

TELEGRAPH CO.'S INEFFICIENCY.

Grain Dealers Journal: A certain telegraph company displays this sign prominently:

"The Public—Everywhere: Did you ever stop to consider the present efficiency of the telegraph service compared with what it was before the "Postal" entered the telegraph field?"

Now it is the Public's turn to make the query: "Telegraph Companies, Everywhere: Did you ever stop to consider the inefficiency of your service since trying to pay dividends on watered stock, while making your operators work for meagre wages?"—A. Patron.

WILL BUILD SQUARE BIN STEEL ELEVATORS.

Grain Dealers Journal: We are under the impression that we saw an advertisement in the Journal a few months ago of some concern that makes a specialty of erecting square bin steel elevators. We have looked over several copies of the Journal in an effort to find this advertisement but without success. There are scores of ads of elevator builders in the Journal but we want to get in touch with the people who make a specialty of square bin steel elevators.—B. G. C. Co., Lexington.

GIVE INTERSTATE COMMISSION IDEAS ON UNIFOM B/L.

Grain Dealers Journal: The invitation by the Interstate Commerce Commission that shippers present their views on the correct phrasing of a uniform bill of lading affords the country shipper a splendid opportunity to have the conditions under which his grain is hauled to market made as favorable as possible to himself.

It is certain that the railroads will be ably represented by attorneys at the final hearing on Oct. 15. The Commission is in sympathy with the ideas of the public for the regulation of the roads; but will be unable to draft a B/L to suit the views of the shippers unless the shippers make known their wishes by writing to Washington.

I would like to have a discussion by shippers in the columns of the Journal before I myself write the Commission so that the points presented by other dealers can be included in my letter to the Commission.—H. M. S.

UNFAIR ASSESSMENT OF GRAIN ELEVATORS.

Grain Dealers Journal: The fair and proper assessment of grain elevators should have the attention of all grain dealers. Assessments as conducted in this neighborhood are a farce and unjust.

In the first place, you inquire as to the

rule or method employed by the assessor. To be plain and to the point he has no rule, but goes at it haphazard, hit or miss.

As to the amount of personal taxes we pay, it is the same as we are not aware that we have ever furnished any information to the assessor on this subject.

We are operating three elevators, two of which are located on R. R. ground. On one of these we do not pay taxes but on the other we are taxed and taxed heavily, altho we have protested against the action of the assessor, and now have brot this matter before the proper authorities.

It is still in abeyance and we do not know what the outcome will be, altho we have reason to believe that the matter will be settled satisfactory to us.

One of our elevators is located on private ground in the same county in which we pay heavy taxes and is also assessed out of all proportion to other property located in the same town. We have not taken the matter up with the authorities, but contemplate doing so in the near future.

We offer no suggestions as to the best method to pursue regarding the unjust assessment of elevators, but on our part propose to go to the proper authorities and try to convince them of the injustice of the manner in which assessments are arrived at.—Respectfully, W. Heller, Dixon, Mo.

METHOD OF BUYING.

Grain Dealers Journal: I thought it might be of interest to readers of your Journal to know something about the method I use to buy my grain, for I suppose all grain dealers are in the business to make money and as I have been reasonably successful I am not going to keep close about my methods but from time to time tell my brother dealers about them thru the columns of your interesting Journal.

The method of buying grain on a profit is so simple and yet so vital to us fellows who want to make money that I might explain mine. I first determine the price to pay for grain by multiplying the number of pounds in a bushel by the freight rate per hundred pounds. So if I want to sell some corn and the rate is 10c per hundred I can immediately see the cost of freight is 5.6c per bu. I add to this the regular commissions which is 1c for wheat, rye and barley, $\frac{1}{2}$ c for corn and oats, and then allow for shrinkage, inspection, sampling, weighing, switching, etc., all of which should be carefully reckoned. I subtract this sum total from cash price ruling at market I ship to and this shows me what the grain would net at home.

The margin of profit varies with the amount of grain I handle. In our section of the country we handle a great deal of corn, so I aim to clear 1c a bushel on it. But there is not so much wheat here, so I figure on 5c a bushel margin, and from 1c to 20c a bu. on rye.

I figure to make money, and if my competitor wants to buy grain at higher prices than I do, I let him have it, but we get along well altho we never fix prices. I am very particular about my scales and give the farmer the benefit of 5 lbs., altho I know a good many dealers only figure 10 lbs. even.—W. J. P. Humboldt, Kan.

Grading of New Oats.

Judging from the grading of new oats in the central states' terminals the farmers have been entirely too hasty in threshing their oats and the shippers have been too eager to accept any old thing for No. 2 oats. No section of the country seems to have good oats this year, hence the country elevator man who does not grade his purchases very closely or buy on a wide margin is sure to lose heavily.

ONLY 59 OUT OF 931 GRADED
NO. 2.

Grain Dealers Journal: Since July 1 oats arriving in this market have been graded as follows: No. 2 white oats, 16 cars; No. 3 white oats, 281; No. 4 white oats, 191; No. 2 oats, 43; No. 3 oats, 136; No. 4 oats, 59; No. 3 oats color, 10; No. grade oats, 47; standard oats, 37; oats and barley, 11.

I could not at this time offer anything that would be of any benefit to the shippers as the entire crop seems to be of inferior quality. You will notice that the grades are very low, for instance, only 59 cars out of 931 grade No. 2. I do not look for any improvement until we raise another crop.—Yours truly, O. J. Miller, Deputy Chief Inspector, St. Louis, Mo.

REFUSE TO BUY OATS UNTIL DRY:

Grain Dealers Journal: The first car of new oats was inspected on July 31, and graded New 4 White on account of being damp and dirty. From July 31st to and including Aug. 17th we inspected 76 cars of New 3 White oats; 232 cars of New 4 White oats; 41 cars of New No Grade oats and 13 cars of New 3 Mixed oats.

Our new no grade oats were nearly all wet, damaged, stained and some of them heating. The bulk of the oats coming in now are in fairly good condition.

I would suggest that the country buyer refuse to buy the new oats from the farmer until they are allowed to dry out more in the shock or stack as it would make them brighter and in better condition for shipping also assuring them a better grade at terminal.—Yours truly, F. B. Tompkins, Chief Inspector, Peoria, Ill.

RECEIPTS LIGHT, QUALITY POOR.

Grain Dealers Journal: The new oats which have been coming to Chicago this year do not compare in quantity and quality with those of last year. It is safe to say that 75 per cent of the oats now arriving in Chicago are new. The grain is light, damaged and full of moisture which was not the case last year. It would seem that the farmers are threshing them in bad condition and the dealers are buying them in the same shape, and they must suffer the consequences if they ship them under such conditions. The receipts of new and old oats in Chicago from the time the first new oats were received July 17, '06, until Aug. 14, compared with the receipts for the same length of time during '07 is as follows:

1906. 1907.

Old. New. New. Old.

No. 1 White...	41	49	90	1
No. 2 White...	334	1,201	1	24
No. 3 White...	1,446	794	241	262
No. 4 White...	775	127	235	270

Standard	661	698	11	60
No. 2	134	127	1	17
No. 3	60	93	9	23
No. 4	47	4	16	24
No Grade	14	58	168	19

The total number of cars of new and old oats received during specified time for 1906 was 6,395 cars as compared with 1,682 cars for the same length of time during 1907.—W. Scott Cowen, Chief Grain Inspector, Chicago.

OATS THRASHED BEFORE DRY.

Grain Dealers Journal: In regard to new oats will state that between August 7 and Aug. 20 we received 198 cars of new oats which graded as follows:

Cars.	
No. 2 White.....	3
No. 3 White	33
No. 4 White	19
No. 3 Mixed.....	29
No. 4 Mixed.....	2
White clipped	10
No grade	36
No est. grade.....	25
Rejected	41

In regard to condition of oats received will state that we are receiving a good many damp and warm. Some are musty and chaffy, showing that they were wet when threshed. In my opinion farmers are too hasty in threshing their new crop and do not give the new grain time to dry. Consequently the oats after being threshed and placed in bins, or loaded in cars, sweat and in such case, being without ventilation become hot and musty.

I think that both the shipper and receiver are largely to blame for the poor grading of oats that have been received this season so far, as neither seem to have patience to wait until the grain is properly dried.—Yours very respectfully, Wm. Greiner, Chief Grain Inspector, Indianapolis Board of Trade.

Peter B. Smith Is Dead.

Peter B. Smith, president of the Minneapolis Chamber of Commerce, vice-pres. and general manager of the St. Anthony & Dakota Elevator Co., director of the Washburn-Crosby Milling Co., and prominent in grain and milling circles of the Northwest, is dead. He and his wife were making a business tour of the eastern coast cities, and had stopped at Mount Washington, New Hampshire, to rest in the mountains when Bright's disease snuffed out his life after two hours of pain.

He was born at York, Pa., fifty-seven years ago. In 1869 the tide of immigration that was sweeping westward claimed him, so he crossed the Mississippi and Missouri rivers into Nebraska, where he located and taught school for several months. In 1870 he went to Duluth, entered the grain business, the vocation he was still following, with widely diversified interests in the trade, when death claimed him.

Mr. Smith managed various grain interests until 1888 he went to Minneapolis and was made the general manager of the St. Anthony & Dakota Elevator Co., a post which he retained to his death.

Members of the Minneapolis Chamber of Commerce time and again honored him with various positions of trust, and when he died Mr. Smith was serving his second term as president. In behalf of the esteem and confidence in which he was held the Directors of the Chamber of Commerce passed resolutions of respect and condolence for the widow who survives him. Vice-pres. Douglas in announcing his death to a called meeting of the directors said: "It becomes my painful duty to announce the sudden death of our honored and beloved president, Peter B. Smith. His devotion to the interests of



Peter B. Smith, Deceased.

this organization, his loyalty to his friends and associates and his many kindly deeds will live long in the memory of us all." The floor of the Exchange was draped in mourning and upon the day of his burial was closed at noon.

Mr. Smith needs no eulogy. His life was his own encomium and men who knew him best will remember him forever. He was generous, kind, conservative, humble, with faith in everybody. The sorrow his death has engendered, and the loss his friends keenly feel is eloquent testimony to his character. Peter B. Smith will be missed but the life he lived, not only will be remembered but must be an inspiration to the young men who assume the duties he has left to them.

Status of Telegrafer's Strike.

The Telegrafer's Commercial Union officially struck when President Small called out all of the operators in the United States and Canada, Friday the 16th of August. Most of the operators had left their keys, however, and the general status of the strike was not perceptibly changed.

As soon as the strike was "on" and before Small was heard from the telegraf companies concerned began to rush in recruits from any place they could be secured to take the place of the strikers, and as reported in the Aug. 10 issue of the Journal the officers declared they would soon be able to handle all the business that should come to them. This, however, has not been the case. While messages have been transmitted right along they are often as slow in getting to destination as a letter would be, so the declaration by the officers that they are taking care of messages promptly must be accepted with considerable allowance.

Efforts were made by Samuel Gompers, pres. of the American Federation of Labor, and Commissioner Neill, representing the Government to arbitrate the strike, but their efforts availed nothing as both the strikers and the telegraf companies have been determined to fight it out. The strikers have insisted upon the recognition of their union and the telegraf companies seemed determined to force

the unions out of existence. The tide of the battle seems to be going against the strikers at present.

Several Grain Exchanges have appealed to President Roosevelt for help, maintaining that the loss to the country demanded it, but The President didn't think so, and referred all communications to the Bureau of Labor.

The facts of the case are that the country has not been so severely affected by the strike as one might think. Commission men and Brokers especially on the Boards of Trade have probably suffered more than any other line of business, but what they have lost has been mostly "possibilities" and not actually money. Speculators who usually trade in "15s" and "20s" are now trading in "5s" because they fear communication may be cut off at any time. Grain receipts at terminal markets have not been affected by the strike. Several brokers have acceded to the demands of the union and it is estimated that 5,000 union telegrafer are at work.

Members of the Boards of Trade as a whole are in sympathy with the cause of the strikers, but they do not believe in their methods of enforcing their demands. They believe that arbitration would settle differences, and not subject the country to great losses. Neither side has shown any inclination to arbitrate. The companies declare there is nothing to arbitrate, and it is true that the strikers have issued no statement that would tend to inspire confidence in them. The union would arbitrate but desires to choose arbitrators who are union men and of course the companies will not consider the proposition.

T. P. Cook, General Supt. of the Western Union, says: "Strike is over with us. Nothing further to say. We're taking care of all business offered to us."

W. I. Capen, General Supt. Postal Cable Telegraph Co., says: "Strike is over so far as we are concerned. It's up to the other fellow now. Our service is improving every day."

Meanwhile the strikers are making for the wheat fields and taking positions

where they can earn something, declaring they will never return to work unless ordered back.

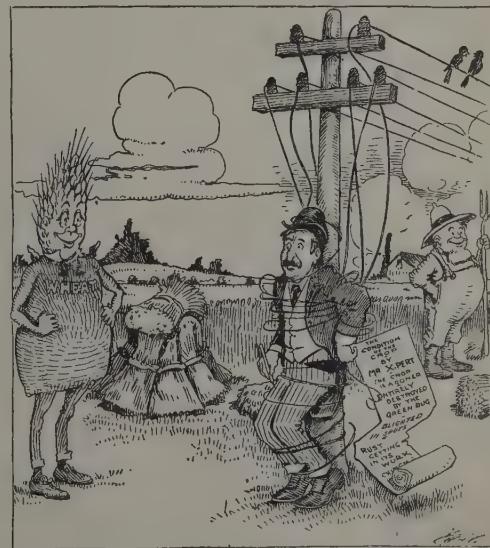
The Sharpshooter in Commercial West says: "One morning this week I received a telegram and a letter confirming it, both arriving at the same time. Both had been thirty-six hours on the way, the letter arriving on time, the telegram thirty-six hours behind time. The message was an important one, a change of date in a business conference, but the information was too late to save two men a wild goose chase of four hundred miles. For the past fortnight this same tangle of telegrams has existed all over our land, and why? Away out in Los Angeles a telegraph operator was discharged for alleged willful delaying of messages. His union said a jealous woman operator had lied about him. The employing company thought not. For this the local operators saw fit to drop their keys and go out on strike. Then all the way from Los Angeles to New York, like a row of falling bricks, down went the telegraph keys blocking the service, demoralizing business, causing hundreds of thousands of dollars loss to trades, industries and commerce in which millions of innocent people are engaged. This kind of a strike is called a 'sympathetic' strike—in this case sympathizing with a man slapped by a woman in the far southwest corner of the United States. Who sympathizes with the rest of the 80,000,000 people of this land who are called on to lose their property, their time and their temper while the key operators sympathize?"

Life size portraits of President Roosevelt and Vice-President Fairbanks executed in corn will be among the many attractive decorations of the National Corn Exposition at Chicago Oct. 5-10.

To remove paint from an iron tank spread a thick paste of lime, lye and water with a trowel to the depth of $\frac{1}{8}$ inch. Wash off with a hose. If metal is thickly coated repeat the application.



The Strike and the Stricken.—Spokane Spokesman-Review.



Northwest Wheat Crop—Now Will You Be Good, Mr. X. Pert, and Let me get my Full Growth, without Killing me Off half a Dozen Different Ways.—Minneapolis Journal.

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

WILL GASOLINE ENGINE RUN ON COAL OIL?

Grain Dealers Journal: Will a gasoline engine run on coal oil if the same pump pumps the oil to the engine that pumps the gasoline; that is, if the oil is pumped to the engine the same as the gas is?—H. E. Kelly, Pond Creek, Okla.

Ans.: The same pump is used for the kerosene; and the oil is pumped to the engine the same as the gasoline. The pipe from oil tanks to pump is provided with a valve so kerosene can be switched on after starting with gasoline.

TITLE OF DEMURRAGE CASE.

Grain Dealers Journal: We note that a case in which the \$1 per day demurrage was declared unreasonable is specified by Moore, Smith & Moore, who ask for the title of the case and the report in which it was published.

As we are very much interested, we would be pleased if the Journal will give us a reference to the report in which the case was published.—Updike Grain Co., Omaha, Neb.

Ans.: The trial was held before a jury in the state supreme court of New Jersey, the hearing extending over four days and terminating Feb. 7, 1907, the verdict having been in favor of the defendant, the Wanake Lumber Co., of Midvale, N. J., and against the plaintiff, the Erie Railroad Co., which sought to recover \$200 in penalties. Defendant argued that the \$1 per day demurrage charge was excessive for the reason that the railroads charged themselves only 20 cents per day per car. The railroad attempted to show that a car earned \$2.84 per day.

So great was the interest in this case that many of the shippers and manufacturers throughout northern New Jersey were present as earnest listeners to the testimony and the arguments. The defendant had the moral support of a dozen associations that joined to fight the excessive demurrage charges of the railroads.

RECOMMENDS 42-FT. SPACING FOR RECEIVING LEGS.

Grain Dealers Journal: In reply to queries of Fred Hammond in May 10 issue of the Journal we believe first: Under usual conditions 3 cars per hour may be unloaded for each leg. (See Figure 1.) Three cars per hour may be unloaded as but one can be unloaded at same time under conditions shown in Figure 2. In Figure 3 three cars per hour for each leg may be unloaded. Unload on belt if possible.

The maximum number of receiving legs for a large terminal elevator is four. It is necessary to break cars if there are only two legs 42 ft. center as all cars are not 42 ft. long. We would recommend 42 ft. spacing for receiving legs. You can load one car per car spout per track every seven minutes. We recommend four car spouts each side for large termi-

nal eltr. You can load more cars with four loading spouts on two tracks.

Loading with belt is O. K., but better yet from scales. Ordinarily a car can be loaded in ten minutes. A Sandmeyer Spout should always be used when you have to consider height.

You can carry 5,000 bu. per hour on a 24" belt conveyor having concentrating rolls, and running at 800 ft. per minute, 6,000 bu. on a 30" belt, 7,500 bu. on a 36" belt and 10,000 bu. on a 40" belt conveyor. Hopper scales of 1,600 bu. capacity should be used. Concrete is the best storage in every respect.—The Seckner Company.

WHO IS LIABLE?

Grain Dealers Journal: Will readers of the Journal please give their opinions on the following questions:

(1) Mr. Smith is proprietor of a mill at Smithtown, he buys grain and sells mill products. Mr. Jones at Jonesville is a jobber and buys and sells car lots of grain and mill products. Mr. Brown at Brownsville is a retail merchant of mill products and is also in the grain business and ships grain.

On July 31st Mr. Jones sold to Mr. Brown two cars bran at a delivered price of 80c per cwt. for shipment within ten days, and on same day Mr. Jones bought two cars bran of Mr. Smith at 78c delivered Brownsville (for Mr. Jones' order) to be shipped within 10 days, shipping advice and other instructions were given and confirmations passed satisfactorily to all parties concerned, thus Mr. Jones figured that he had a total profit of \$16.00 in the two transactions when completed, for the cars were to contain 400 sacks each.

A few days before the expiration of contract Mr. Jones called up Smith to learn if the two cars bran would be shipped within contract time and was told that no doubt it would be shipped within specified time. At the expiration of contract, Mr. Brown called Mr. Jones by 'phone and told him to cancel the order for the two cars bran, provided they were not shipped within the time limit of contract, and declined to extend time or renew contract except at a reduction of 10c per cwt., for the market had declined in that same proportion.

Mr. Jones immediately called up Mr. Smith and learned because of an accident and failure to get equipment that the cars had not been shipped, therefore Mr. Jones told Mr. Smith that the contract was expired and that his customer would not receive the cars now except at a discount of 10c per cwt. which was the corresponding decline in the market.

Mr. Smith declined to accept the reduction for renewal and extension of contract, and Mr. Brown bot what he needed elsewhere at a price equivalent to the reduction asked for and made no claim against Jones for damage because of the bran not being shipped.

Question— Does Jones lose his profit in this transaction? If not, who is liable, and against whom can he make a just claim?

(2) On Aug. 3d Mr. Jones bought two cars wheat of Mr. Brown at 80c basis No. 2 hard less 10c per pound scale for No. 3 hard if sweet and sound (no provision for lower grades), delivered at Smithtown, to be applied on a sale Mr. Jones made to Smith same day at 82c delivered, both contracts specifying ten days' shipment and 60,000 capacity cars.

Instructions and confirmations were passed satisfactorily to all parties concerned, thus Mr. Jones figured that he had a total profit of about \$40 in these two transactions when completed.

The two cars were shipped in due time and papers passed, but when the cars arrived they graded "hot, no grade," and of course were refused as the wheat was unfit for milling purposes, and Mr. Smith promptly drew back on Mr. Jones, first notifying him by 'phone of the condition of the wheat on arrival.

Mr. Smith told Mr. Jones he would take two other cars good milling wheat at a reduction of 10c per bu. below contract price as the market had declined that much and he was able to buy at that price, otherwise to cancel the contract.

Mr. Jones immediately called up Mr. Brown and told him of the condition of the two cars of wheat, asking disposition and stated drafts with ladings attached were returning. Mr. Brown offered to ship two other cars good milling wheat on contract to take their place, but Mr. Jones told him that his customer would not take two other cars on contract except at a discount of 10c per bushel, which was in line with the decline in the market Mr. Brown declined to ship two other cars at this decline, and told Mr. Jones to return drafts with ladings attached and he would have the two cars unloaded at a drying house and rehandled and put in as good condition as possible for another market.

Mr. Smith did not make any claim against Mr. Jones because of these cars failing to grade and apply on contract, but where is Mr. Jones' profit? Has he any recourse and can he make a just claim for his loss? If so, who is liable? —Yours truly, E. M. Flickinger, Wichita, Kan.

The Tri-State Appeals Board.

The grain dealers associations of Kansas, Oklahoma and Indian Territory and Texas have organized an Appeals Board to which cases between members of different associations can be appealed from the Arbitration Comitee of the State Ass'n. It is composed of J. N. Shaw, Enid, Okla., chairman; H. Work, Ellsworth, Kan., and R. M. Kelso, Ft. Worth, Tex., Secy.

The Appeals Board at its first meeting decided to work by as few rules as possible, looking always to the equity of the case rather than technicalities.

It decided first—That in disputes appealed to the Committee, each state shall file appeals with the member of the committee from the state in which the appeal is taken.

Second—That majority ruling shall be final.

Third—That a fee of ten dollars will be charged in appeal cases on amounts involving \$100 or less, and a fee of twenty dollars in appeal cases amounting to more than \$100; the fee and papers to be placed in the hands of the member of the state from which the appeal is taken.

Where question of disputes are not defined by rules of the Association, having the controversy then such rules as are applicable and are defined by the trade rules of the Grain Dealers National Ass'n. shall govern. It is the purpose of this committee to do as much of their arbitrating as is possible by correspondence, thus saving as much expense to each of the Associations as is practical.



Program of National Ass'n Meeting.

Wednesday, October 2d, 1907.
Morning Session, 9:30 A. M.

Invocation.

Address of Welcome on Behalf of the State of Ohio, His Excellency the Governor of Ohio.

Address of Welcome on Behalf of the City of Cincinnati, His Honor the Mayor of Cincinnati.

Address of Welcome on Behalf of the Cincinnati Chamber of Commerce, President Bennett.

Response on Behalf of the Grain Trade, Geo. F. Stone, Secretary Chicago Board of Trade.

President's Report, Charles England, Baltimore, Md.

Report of Executive Committee, J. W. McCord, Columbus, O.

Report of Secretary-Treasurer, J. F. Courcier, Toledo, O.

Appointment of Special Committees.

Afternoon Session, 2:30 P. M.

Review of Uniform Grade Congress, J. W. McCord, Chairman Uniform Grade Congress.

Report of Uniform Grade Congress, J. F. Courcier, Secretary Uniform Grade Congress.

Uniform Grading from the Exporters' Point of View, Geo. F. Reed, Boston, Mass.

Address, Senator Jos. B. Foraker, of Ohio.

Report of Transportation Committee, H. G. Morgan, Pittsburgh, Pa.

Report of Arbitration Committee, W. T. McCray, Kentland, Ind.

Thursday, October 3d, 1907.

Morning Session, 9:30 a. m.

Report of Legislative Committee, W. N. Eckhardt, Chicago, Ill.

Report Trade Rules Committee, E. A. Grubbs, Greenville, O.

The Solution of the Shortage Problem, A. E. Schuyler, Asst. Weighmaster Chicago Board of Trade.

Report of Membership Committee, A. G. Tyng, Peoria, Ill.

Address—Bills of Lading, Wm. Ingle, Cashier Merchants National Bank, Baltimore, Md., Member Bill of Lading Committee of American Bankers Association.

The Interstate Commerce Law, Hon. Martin A. Knapp, Chairman Interstate Commerce Commission.

Afternoon Session, 2:30 p. m.

Past and Present of the Grain Dealers National Ass'n, Henry L. Goemann, Toledo, O.

Reports of Special Committees:

Crop Reports, Frank I. King, Toledo, O.

Hay & Grain Associations, Henry L. Goemann, Toledo, O.

Grain & Millfeed Ass'n, J. W. McCord, Columbus, O.

Confirmation Blank, J. M. Dennis, Baltimore, Md.

Unfinished business.

Election and Installation of Officers.

New Business.

Adjournment.

The Chief Inspectors Will Also Meet in Cincinnati.

Mr. Charles England, President Grain Dealers National Ass'n, Baltimore, Md.
Dear Sir:

I beg to acknowledge receipt of your favor of the 16th inst., inviting the members of the Chief Grain Inspectors' Ass'n to attend the Eleventh Annual Meeting of the Grain Dealers National Ass'n at Cincinnati, Ohio, October 2d-3d, 1907, and desire to thank you, personally, and in behalf of the Association which I represent, for your cordial invitation.

The interests of these Associations are so entirely mutual and the benefits the inspectors derive from meeting with the representative grain dealers are so important, that there should be no departure from the custom of our Association holding its Annual Meeting at the same time and place as the Grain Dealers National Ass'n; and I have therefore directed the Secretary to issue a call for a meeting in accordance with the above.

Yours very truly,
(Signed) Chas. McDonald, Jr.,
President.

Cincinnati Will Entertain Visitors.

Cincinnati's grain dealers and representatives of allied interests held a meeting in the Chamber of Commerce Aug. 22 and took preliminary steps for the reception and entertainment of delegates to the annual convention of the Grain Dealers National Ass'n in that city Oct. 2-3. A very strong sentiment developed in favor of giving somewhat extensive entertainment to the visitors.

W. A. Bennett, President of the Chamber of Commerce, was chosen chairman, C. E. Van Leunen, Sec'y and A. C. Gale, Treas.

The following Finance Committee was named: A. C. Gale, chairman, W. W. Granger, B. F. Kyle, Charles Schmidt, L. W. Daniels, Dr. A. Zechendorf and W. R. McQuillan.

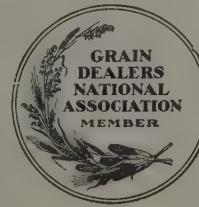
F. F. Collins was appointed chairman of the Entertainment Committee and H. Lee Early chairman of the Publicity Committee, and each was authorized to choose his own committeemen.

Another meeting will be held in Chamber of Commerce next Tuesday to discuss and formulate plans.

Present indications, the early, promise a large attendance and Cincinnati's proverbial hospitality will surely be much in evidence.

Local Committee.

The grain trade of Cincinnati already has a local committee actively at work planning for the comfort and entertainment of grain dealers who visit Cincinnati during the Annual Meeting of the National Ass'n, Oct. 2-3. The committee is H. Lee Early, chairman, A. C. Gale and F. F. Collins.



Southeastern Dealers Will Be There.

Grain dealers from the southeastern states are expected to attend the Cincinnati Convention of the National Ass'n, in large numbers. Several efforts have been made heretofore to interest them in the association work, but a stronger effort is now being made than ever before, and those interested in the trade seem willing to co-operate with officials of the association in working to induce all of the southeastern buyers to attend. A personal acquaintance with them and the mutual discussion of the trade's problems will go far toward improving conditions in the trade of that section.

Will Attend The National Ass'n Meeting.

Members of the trade who contemplate attending the eleventh annual meeting of the Grain Dealers National Ass'n in Cincinnati, O., Oct. 2-3, should send us their names that we may publish them on the Ass'n page between now and the meeting, and so notify friends and customers in the trade who may be induced thereby to attend in hope of meeting them. Let us hear from you if you intend to attend.

The following have already expressed a determination to be there:

E. M. Wayne, Delevan, Ill.
Edwin Beggs, Ashland, Ill.
J. C. Collins, Garrett, Ill.
A. R. Sawers, Chicago, Ill.
S. W. Strong, Pontiac, Ill.
H. I. Baldwin, Decatur, Ill.
A. E. Reynolds, Crawfordsville, Ind.
Tom Morrisson, Kokomo, Ind.
C. G. Egly, Berne, Ind.
E. M. Wasmuth, Roanoke, Ind.
J. D. Sale, Bluffton, Ind.
P. E. Goodrich, Winchester, Ind.
Fred Mayer, Toledo, O.
C. B. Jenkins, Marion, O.
J. W. McCord, Columbus, O.
H. S. Grimes, Portsmouth, O.
E. J. Norton, Greenfield, O.
F. D. Austin, Chicago, Ill.
F. A. Paddleford, Chicago, Ill.
Edw. Andrews, Chicago, Ill.
Mr. and Mrs. A. R. Sawers, Chicago.
H. A. Foss, Board of Trade Weighmaster, Chicago.
A. E. Schuyler, Ass't Weighmaster, Chicago.
A. Gerstenberg, Chicago.
Mr. and Mrs. W. E. Shelden, Jackson, Mich.
W. S. Washer, Atchison, Kan.
Edmund E. Delp, Philadelphia, Pa.
Charles England, Baltimore, Md.
Chas. E. Groce, Circleville, O.
C. A. McCotter, Indianapolis, Ind.
H. H. Newell, Chicago.
Will you be there?
If so, tell us,
And we will tell everybody else.

Crop Reports

Canada.

H. G. Anderson, the grain dealer who has just returned from a six weeks' trip through Canada, brings back a very distressing report of the crop situation in the Canadian Northwest, from which he has lately come. Excessive rain and hail, with very cold weather, have about ruined crop prospects all through Manitoba, and westward and Mr. Anderson thinks it will be next to impossible to harvest the grain before it is taken by frost, even if the unseasonable weather comes to an end now. Never has the region been visited by such unfavorable weather. It is said that the half of the story has not been told eastward, lest it should discourage the home-seeking movement there from the East.—J. C. Buffalo, N. Y.

Colorado.

Fort Morgan, Colo.—Grain of all kinds is good; winter wheat is thrashing from 25 to 50 bus. per acre. Oats is good, none thrashed yet.—J. L. Eaches mgr. The Platte Valley Milling & Eltr. Co.

Idaho.

Lapwai, Idaho.—New wheat and barley coming to this and Lapwai station; this grain was damaged by hail, but still it will yield from 18 to 23 bus. per acre. Barley from 30 to 35 bus. per acre, and of good quality, and will grade No. 1.—Peter Mnchen, Sweetwater, Idaho.

Illinois.

Malta, Ill.—Oats very light from 25 to 35 bus. pr. acre.—Marshall Bros.

Malta, Ill.—Corn is doing well but will have a poor crop.—J. C. Pierce.

Northern Illinois corn needs about 4 weeks of hot, dry weather.—L. C. F.

Lee, Ill.—Will not have $\frac{1}{2}$ crop of oats and they are of an inferior quality.—A. O. Anderson.

Milledgeville, Ill.—Oats are of a very poor quality this year and will not make $\frac{1}{2}$ crop.—A. B. Puterbaugh.

Perdueville, Ill.—Oats will be about 70% of average crop; corn doing fairly well, but about 2 or 3 weeks late.—J. B. Carson.

Croft, Ill.—Wheat about $\frac{1}{2}$ thrashed, poor quality, owing to so much rain. Oats crop light; will be poor quality, light in weight also, bleached and rotten.—J. H. Myers.

Polo, Ill.—Oats about $\frac{1}{2}$ crop and are very light. Average from 25 to 30 bu. to the acre. They don't weigh up test from 20 to 29 lbs. to the bu. Corn about 2 weeks late.—Herbert & Hackett.

La Fox, Ill.—Barley looks good; winter wheat very good, averaging 25 to 35 bus. per acre. Rye about average crop, from 18 to 25 bu. pr. acre. Oats rather light. Spring wheat will not be one half crop. Corn is about four weeks backward but stand is good.—Potter & Finn.

Indiana.

Barnard, Ind.—The oats crop will be short and rather poor quality. The best prospects for corn, if frost stays off and permits it to mature, that this part of Ind. ever knew.—J. F. Higgins.

Winchester, Ind.—Oats and wheat threshing is practically over in this part of the country. We have fully as much wheat as last year but not of as good quality. Oats crop is about 60% of last year's crop and very light and chaffy.—F. E. Goodrich.

In Indiana, the crop of hay will be mostly timothy and about 80% of an average crop; very little clover, the hay was gotten up in good condition. The oats will be about 62% of an average crop, yielding on an average of 23 bu. to the acre. The crop in this state runs very uneven some yields averaging 30 bu. to the acre, while in the same locality they will only yield 15 bu. Oats in this state will test from 27 lbs. to 29 lbs. to the bushel.—Herb Bros. & Martin, Pittsburg.

Iowa.

Earlville, Ia.—Oats light, about $\frac{1}{2}$ crop. Corn about 65%.—H. J. Pitcher.

Dyersville, Ia.—Oats are very light and only $\frac{1}{2}$ a crop. Corn 4 weeks late and will only make $\frac{1}{2}$ crop.—Lunback Bros.

Manchester, Ia.—Very poor crop of oats, only $\frac{1}{2}$ crop all over. Corn about 60% and may all be killed if we have an early frost.—L.

Farley, Ia.—Oats weigh from 19 to 26 lbs. to bu. Crop will be about $\frac{1}{2}$ of last year. If we have good weather will have a fair crop of corn.—Kelly Bros.

Royal, Ia.—Oats are yielding 30 to 40 bus. per acre, and testing 24 to 35, good color. Corn is doing well, but will need 6 weeks more of good weather to mature; crop will be short.—J. Muller, agt. Bowen & Regur.

Bedford, Ia.—Corn is looking fine about a week later. Oats will make 75 to 85% of a crop. Hay quality and quantity good. What little wheat we have will go about 25 bus. to the acre, which is better than the average. A. F. Glichrist, with Nold & Taylor Lumber Co.

Iowa reports indicate considerable decrease in production of barley compared with last year, due to shrinkage in acreage and smaller yield per acre. Quality is variable but averages good and mostly malting. The berry is mainly reported medium and plump, only 25 per cent advising light weight. There are reports of "blackends" and "blight" but further than this there are no indications of material unsoundness. Color reports indicate that nearly all is discolored due to unfavorable harvest weather, only a small percentage advising no damage. In this respect, acreage estimates as compared with last year range from 60 per cent decrease to 50 per cent increase but these extremes are few. About one-half advise no change. The average is about 5 per cent decrease. Yield per acre estimates range from 20 to 45 bus. and average about 26 bus. or 4 bus. less than last crop and about the same as the crop of 1905.—E. P. Bacon & Co.

Kansas.

Bell Plain, Kan.—Wheat is nearly all threshed, about 8 bus. per acre, in good condition, dry tests 55 to 59 lbs. The wheat is being held by the farmers, lots of old wheat still in farmers' hands. Dry and hot rains cannot save the corn; it is poorer this year than it has been for several years; the dry weather, chinch bugs and rust have taken the corn.—Alex Knott.

Topeka, Kan.—The area sown to winter wheat for this year's crop was considerably more than hitherto reported, aggregating for the state 7,051,872 acres. This is 813,000 acres more than was devoted to winter wheat last year, and greater by 615,000 acres than any previous season's sowings for winter and spring wheat combined. Not only does the area as officially reported exceed all expectations, but it seems also that much of the 21 per cent earlier reported by growers as a failure so surprisingly responded to the greatly improved conditions which followed the Board's June 4 report as to justify its harvesting, considerable of this area returning yields per acre approximating the average for the state. This improvement was made possible by the disappearance from infested localities of the pestiferous green lice, ample moisture, abundant sunshine, and favorable temperatures. Excellent conditions for ripening and in the main for harvesting resulted in grain that will grade well, nine-tenths of the whole being reported as of "good, merchantable quality". Basing the average yield per acre on the entire area sown, Kansas is credited with a total yield of winter wheat in 1907 of 70,057,362 bushels, or an average per acre of 9.93 bushels. Returns of assessors also show 133,823 acres of spring wheat sown this year, or 13,200 acres less than in 1906. Its yield will add somewhat to the State's total wheat output. Present reports indicate that this fall's sowing will be below that of a year ago. Most of the leading growers report smaller areas probable, while the extreme southwestern and most of the northeastern corner counties will likely materially enlarge their areas. The area devoted to corn is over 3 per cent larger than last year, aggregating 6,796,315 acres. In the principal corn territory the best outlook is in a block of sixteen northeastern counties north of or adjacent to the Kansas river, and here the higher conditions are reported, each, with one exception, averaging 90 or better. The western two-thirds of the southern half of the state also present a quite promising prospect, and the least favorable seems to be in the southeastern and northwestern counties. The situation in the quartet of famous corn-yielders, Norton, Phillips, Smith and Jewell, adjoining counties bordering Nebraska, is discouraging, the condition on their combined areas (lacking little of aggregating one-tenth of the State's corn area) averaging but 33.5. Much of that put in early progressed very slowly or had to be replanted, owing to long continued and unseasonably cool weather, and most of the crop is not so far advanced as usual for the time of

year.—F. D. Coburn, secy. Kansas Board of Agri.

Kentucky.

Frankfort, Ky.—The condition of corn Aug. 1 was 89 and the prospect for an average crop 90%. The yield of wheat was 80% and the quality of berry 96%. The per cent of yield compared with an average was 71 for oats, 76 for barley and 85 for rye.—Hubert Vreeland, Commissioner of Agri.

Maine.

Bangor, Me.—It has been an exceptionally wet season in this state and all kinds of crops have grown with such favorable conditions that we have not had better promise in years. The heavy rains in July damaged the hay so the crop will be about 2/3 dark colored. Oats are trampled down and tangled.—Geo. F. Cameron.

Michigan.

Scotts, Mich.—We have a fair grain crop which has started to move; the wheat being of fair quality and the oats good. The hay prospects are good thru the territory in which we buy and we look for a nice grade of it.—White Bros. & Co.

Minnesota.

Ada, Minn.—Crops here look good; harvest will be general in a few days. Barley and flax will be the best yielding crops in this vicinity.—The Thorpe Eltr. Co.

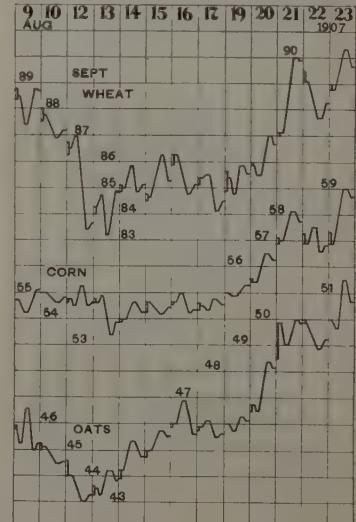
Le Sueur, Minn.—The crops in general are good. Barley and rye large crop. Wheat on the heavy land is good; on the light soil is only fair.—Edward Wierwill.

Minneapolis, Minn.—There was frost at different points in both Dakotas the night of Tuesday the 19th but we have not been able to confirm any serious damage to the crops. New barley is now coming to market quite freely. That now arriving is shock-threshed, but it is superior to last season's yield. We think there is no doubt but that we have practically secured a larger and better crop of barley than ever before harvested in these states. Corn has grown splendidly since the middle of July, but owing to the late start only a part of the crop can mature—probably sufficient for local needs in Southern Minnesota and South Dakota. With the exception of flax and late pieces of wheat, harvest was completed as far north as the line between the Dakotas by Saturday the 24. Wheat harvest is now general in North Dakota and can be completed in two weeks.—Van Dusen-Harrington Co.

Minnesota's reports indicate somewhat smaller production of barley than last year due to slight shrinkage in acreage and less yield per acre on account of

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for two weeks prior to Aug. 24 are given on the chart herewith.



light and lack of growth, caused by unfavorable weather during the spring months. Quality is apparently mostly good malting barley. The berry is generally reported medium or plump, on a small percentage advising light weight or "feed barley" and no reports of damage sufficient to cause material unsoundness. Color reports indicate more or less discoloration by unfavorable weather before and during harvest. Acreage estimates as compared with last year range from 50 per cent increase to 50 per cent decrease but only one or two at these extremes and nearly one-half report no change. The average is about 1 per cent decrease. Yield estimates per acre range from 15 to 40 bus. and average about 25 $\frac{1}{2}$ bus., or 2 bus. per acre less than last year, and somewhat smaller yield than the crop of 1905.—E. P. Bacon & Co.

Missouri.

Watson, Mo.—Our wheat crop was perfect until the rains caught it, since the heavy rains the wheat is grading No. 4 rejected. Corn is looking good and without an early frost comes, think our prospects are the very best.—O. H. Bayless.

Nebraska.

Dorchester, Neb.—Wheat has turned out about 32 bus. per acre. Corn is doing fine and will make an average crop. Oats does not amount to much.—Dorchester Farmers Co-op. Gr. & Live Stock Co.

Holmesville, Neb.—The corn crop looks fine here, is about two weeks late but with favorable weather up to Sept. 15, there will be a large crop. Wheat average about 18 bus. to the acre. Oats are very light, 15 to 35 bus. to the acre.—Geo. Hunkle, agt. Black Bros.

Hooper, Neb.—The wheat is about half threshed and is a fair crop and a good quality, yielding from 20 to 40 bus. per acre. Oats is a light crop and poor quality ranging from 15 to 30 bus. per acre. Corn is in good condition and if frost stays off long enough will be an average yield and a good quality.—John Sanders, agt. Henry Roberts.

Houston, Neb.—Shock threshing is done in this territory. Most of the farmers are stacking their grain, which assures them a good grade of No. 2 later. If more farmers would follow their example there would not be so much grief in the grain business. Oats crop is very light in this section of the state, the best testing 26 lbs.—C. A. Tindall, agt. Updike Grain Co.

New Jersey.

Newark, N. J.—New Jersey will have a good crop of hay and straw, and coarse grains are coming along fine.—F. A. Champlin & Co.

New York.

Buffalo, N. Y.—The State wheat crop is in without any damage from rain and promises a fair yield, the samples vary widely. In one grain office about the handsomest sample of new State white wheat one would ever find is shown, but a city miller has one that is anything but inspiring. Farmers are holding prices high. It is the new oat crop that makes the poorest showing. The first western sample reported weighed 27 pounds to the bushel and the State crop is not much better. The local market is bare of oats and prices are sure to rule high.—J. C. O.

Ohio.

Shreve, O.—Wheat crop all in the barns and turned out good. A good crop of wheat and hay. Oats half crop; corn coming on nicely; potatoes half crop.—McKee Bros., R. F. D. No. 3.

Oxford, O.—Threshing is nearly all done around here, and the crop is middling from 16 to 18 bus. per acre being a general average, the grain is not very even and hard to grade.—Charles E. Reighard.

Strasburg, O.—Wheat acreage crop; farmers not selling, some old wheat still in the farmers' hands. Oats about average, but light in grain. Corn doing fine now, will have fair crop. Plenty of hay, no straw around here.—Garver Bros.

Ohio reports 85% of a hay crop, mostly timothy put up in good condition, very little if any clover, shippers from many stations reporting the clover crop as a failure. Oats will average a little over 63% of a crop yielding about 26 bu. to the acre and testing from 28 to 30 lbs. to the bushel, many wheat fields in this state were plowed up and sown with oats, and several shippers claim that from these fields the oats will have about one-third wheat in them.—Herb Bros. & Martin, Pittsburgh.

South Dakota.

Britton, S. D.—Crops in this county are fine, and I think will be a good grade, they

are threshing barley today (Aug. 9); yield 38 bu. per acre. Spring and durum wheat fine; I think that it will yield 20 bu. per acre. Flax generally poor. Oats fine.—J. F. Kelly.

Redfield, S. D.—Crops are good in this vicinity; threshing started today (Aug. 19) in oats and barley. Expect new wheat in a few days, if weather stays good. Nearly $\frac{1}{2}$ the crop will be threshed from the shock.—F. O. Schalkle, agt. G. W. Van Dusen & Co.

Frankfort, S. D.—U. H. Cooke recently sent a sample of wheat from his farm here to his brother M. E. Cooke, member of the Chicago Board of Trade. The wheat was of the fife variety and will make at least 20 bus. to the acre, grading number one hard. It may be worthy of note that this same field of wheat has been killed a number of times by various so-called crop experts sent out from the terminal markets.

South Dakota reports indicate considerable decrease in production of barley compared with last year on account of shrinkage in acreage and smaller yield per acre. Quality is good and better than last crop. The berry is generally plump, about one half of the reports being to that effect. The remainder are mainly medium, only a few advising light weight. No unsoundness is reported, indicating that practically all is malting quality and some choice. Color varies considerably according to conditions under which the crop was secured. A large percentage is discolored and much of it is badly so on account of too much moisture at harvest time. Some escaped material damage in this respect, being only slightly discolored and a small percentage is entirely free from that defect. Acreage estimates as compared with last year range from 40 per cent decrease to 50 per cent increase, but these extremes are few, nearly one-half advising no change. The average is about 3 per cent decrease. Yield per acre estimates range from 18 to 40 bus. and average about 26 bus., or 4 bus. less than last crop and the crop of 1905.—E. P. Bacon & Co.

Washington.

Seattle, Wash.—It is estimated by the state grain inspector that the wheat crop in Washington will exceed 40,000,000 bus. and will grade mostly No. 2. The yield is from 18 bus. on the poor land to 38 on the good land. It is estimated that the wheat in Whitman county will be at least 10,000,000 bus. Adams county wheat will grade mostly No. 1, the average yield 30 to 35 bus. Barley in some sections of the state is yielding from 33 to 35 bus.—H. A. K.

Wisconsin.

Wisconsin reports indicate material decrease in production of barley compared with last year, due to smaller yield caused by unfavorable weather conditions during the spring months. Quality is variable, ranging from "feed barley" to choice malting, averaging about medium and the lowest for several years. The berry is slightly shrunken and light weight due to light caused by extremes of cold and heat and moisture. Only a small percentage is reported plump and no unsoundness is reported. Color reports indicate that nearly all is more or less discolored, due to unfavorable weather before and during harvest. Acreage estimates range from 30 per cent decrease to 15 per cent increase compared with last year. Yield per acre estimates range from 8 to 50 bus. and average about 25 bus., or 5 bus. less than last crop and 12 bus. less than the crop of 1905.—E. P. Bacon & Co.

Broom Corn.

Washington, D. C.—The condition of broom corn in the United States Aug. 1 was about 86; compared with 85 on July 1 and 89 a year ago, reports the Bureau of Statistics of the Dept. of Agric. The condition of beans on Aug. 1 was about 89 per cent, compared with 87 on July 1, and 90 on Aug. 1, 1906. New York represented a condition of 89 on Aug. 1, and Michigan, 92. A year ago both states represented a condition of 90.

Imports and Exports of Hay.

Imports of hay for the 12 months prior to July 1, 1907, have been 61,116 tons, against 68,540 tons for the corresponding months of 1905-06.

Exports of hay for the 12 months have been 58,602 tons, against 70,172 tons for the corresponding months of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

Port Arthur's New Grain Inspector.

Grain exported from Port Arthur, Texas, last year caused so much trouble in foreign ports on account of careless grading, and brot the market into such disrepute that the grain committee of the Board of Trade determined to ameliorate conditions that reflected not only adversely on the port, but the entire country, by securing a competent judge of grain. So they came to Chicago and engaged the services of A. R. Ware, a man of known ability in judging and classifying grain. Mr. Ware believes that the possibilities for a good practical grain inspector are so good in Port Arthur that he is welling to leave a splendid position for the alluring prospects in the South.

Port Arthur was recently made an entry port, and as two new slips are being built its importance as an exporting point has been more than doubled. With the



Chief Inspector A. R. Ware.

long experience Mr. Ware has had in grading grain he should be as valuable to the port as it is becoming to the country.

Mr. Ware's experience in the grain business covers a period of eighteen years. Before the Grain Sampling & Seed Inspection Dept. was established by the Chicago Board of Trade he began in the sampling and inspection business with R. P. Kettles, under the firm name of Kettles & Ware. When the department was authorized by the Board of Trade in 1904 Mr. Kettles was appointed chief and Mr. Ware his assistant; a position which he has faithfully filled ever since. Chief Kettles says: "Ware is one of the best in the business. When I took him in with me I thought him a very promising young man, and he has proved it."

Mr. Ware voluntarily leaves the department. Hiram N. Sager, president of the Board of Trade, says: "He leaves at his own request and our great regret." He has proved worthy of his present position and his many friends believe he will continue to make abundantly good in his new and important situation. He leaves Chicago to take up port duties September 1.

An ear of corn of the 1907 crop is displayed in the window of an Abilene, Kan., real estate office, measuring 15 inches around, and 31 inches in length and weighing 13 pounds. Next!

Grain Trade News

ARKANSAS.

Warren, Ark.—The Salina Grocery Co., wholesale grain and provisions, has increased its capital from \$25,000 to \$50,000.

CALIFORNIA.

Fresno, Cal.—The Valley Grain & Warehouse Co., incorporated, capital stock \$200,000; incorporators, F. M. Miller, Hector Burness, A. C. Miller, H. M. Johnston and George W. Jones.

CANADA.

Waskada, Sask.—The construction of an eltr. is being promoted by the Waskada Hardware Co.

Red Deer, Alta.—The Red Deer Mill & Eltr. Co. has let the contract for the erection of their eltr.

Apprehension of frost damage to the growing wheat is delaying the beginning of work on several new eltrs.

Killarney, Man.—I have bot the eltr. of McLaughlin & Ellis.—C. G. Buchele, formerly of Butler, S. D.

Arrow River, Man.—The Manitoba Commission Co. has bot the eltr. of the Minotia Lumber & Grain Co.

Essex, Ont.—The grain eltr. at this place was wrecked Aug. 10 by the explosion of a carload of dynamite.

Winnipeg, Man.—The annual election of the Grain Exchange has been moved forward from December to September 11.

Clareholm, Alta.—The new mill and eltr. of L. H. Ugland was burned Aug. 5 with valuable machinery. Insurance, \$10,000.

Fort William, Ont.—Bids are being taken this month by the Canadian Pacific Ry. for the erection of a 1,500,000-bu. eltr.

Winnipeg, Man.—The Dominion Grain Commissioners will meet at this city Aug. 26 to complete their report on the conditions of the Canadian grain trade in America and Europe, as learned in their travels.

Winnipeg, Man.—The Canadian Distilleries, Ltd., incorporated, capital stock \$1,000,000. The directors are W. A. Faulkner, F. A. Emerson, H. A. Wise, W. R. Lewis and G. Cooper. The company is granted the right of erecting and operating grain warehouses and eltrs.

Winnipeg, Man.—The Port Arthur Eltr. Co., incorporated, capital stock \$100,000. The directors are L. O. Downing, R. H. Moore, R. T. Evans, L. M. Pugh and W. E. Kneeland. The company will lease or otherwise obtain a terminal eltr. and will construct and maintain railway tracks.

Winnipeg, Man.—The Beaver Eltr. Co., incorporated, capital stock \$99,000; incorporators, Donald Morrison, William Stead and Kenneth Murray. It is understood that the company will take over the business of Donald, Morrison & Co., and will build additions to that line in Manitoba, Alberta and Saskatchewan. The company will erect eltrs. and grain warehouses.

CHICAGO.

Memberships in the Board of Trade are selling at \$2,600.

"New" has been dropped from the grading of oats.

Driers are being used on some of the very wet oats arriving.

Lucius D. Hubbard, formerly actively engaged in grain speculation on the Board of Trade, died at Elgin, Aug. 17, aged 89 years.

The Hooper Grain Co. on Aug. 19 sold 5 cars of special clipped white oats to New York at 65 cents per bu., the highest price on the crop.

The option of the Corn Products Co. on a site for its contemplated large factory at Summit has been extended for 6 months by the canal trustees.

The Consumers Hay & Grain Co., incorporated, capital stock \$7,500; incorporators, Edward F. Comstock, Edward R. Hughes and Harry E. Peacock.

Chas. E. Foss, for 30 years a member of the Board of Trade, died Aug. 18 at San Diego, Cal., aged 78 years. He retired from the commission business in 1889.

The J. Rosenbaum Grain Co. is installing an Ellis Grain Drier of 2,500 bus. capacity per hour, and a grain purifier. The Macdonald Engineering Co. is doing the work.

John J. Donahue, formerly with the Northern Grain Co. at Minneapolis, has formed a connection with Marfield, Tease & Noyes, to take charge of their outside grain business.

In response to numerous requests the call committee of the Board of Trade has ruled that the very thin light oats commonly classed as mill oats, shipped from oatmeal mills, are not a proper or valid tender on contracts for No. 3 white oats to arrive.

The low price of cash wheat compared with the futures is making it profitable for cash grain firms to embark in a business hitherto monopolized by the eltr. proprietors, the purchase of cash wheat, sending to eltr. and reselling for September delivery or the December future.

The plant of the American Corn Milling Co. was destroyed by fire on the night of Aug. 20. Loss on building, \$150,000; on contents, \$50,000; partly covered by insurance. The burned building was owned by R. J. Zorge and leased by Watkins & Vincent. It contained 3,000 bus. of corn.

Grain dealers who intend to attend the annual meeting of the Grain Dealers Nat'l Ass'n in Cincinnati, Oct. 2-3, should send their names and addresses to the Grain Dealers Journal so that it may publish them and thereby advise their friends and encourage them to do likewise. Are you going?

In order to facilitate the transaction of his business with country customers who often come to Chicago to see him, J. J. Considine has moved his office from 99 North Jefferson to the Board of Trade building. Mr. Considine began in the grain business with his father in 1868 and

after the Chicago fire started in for himself on Market street. He has been a member of the Board of Trade for many years but had never been located close to the Board until the present time.

The Northern Grain Co. has admitted as partners, Fred S. Lewis, R. A. Ritchie of Manitowoc and J. G. Geiger of Chicago. Jas. G. Martin has succeeded C. W. Mosher as pres., and Mr. Lewis has been made vice pres., while L. W. Gifford of Minneapolis has been chosen assistant secy.

H. J. Blum, who has been in the employ of the J. Rosenbaum Grain Co. for the last five years, has resigned his position, and accepted one with Gardiner B. Van Ness. He will assist in selling cash grain consignments and take an active part in other department of the grain business. He is the son of August Blum, vice-pres. of the First National Bank.

Application for membership in the Board of Trade has been made by Charles M. Woods, Edward Clifford, Arthur D. Pacaud and Walter L. Keiffer. Members recently admitted to membership in the Board of Trade are William P. Todd and Philip G. McFadden. Application for transfer of membership has been made by John Gitcreast, Samuel D. McGourkey and A. F. Brenner.

Grain receivers met in the visitors' room of the Board of Trade Aug. 22 to discuss the contemplated change in the collection of samples. The matter was referred to another committee. At present the samples are furnished by the receivers' agents at 10 cents each; but as they get them from the inspectors it is felt that the receiver may as well get them direct, if such arrangements could be made.

The Chicago Dock Co. has informed the directors of the Board of Trade that application will be made to have its 1,000,000-bu. eltr. declared regular. Next month, also, the eltr. at South Chicago, formerly operated by Geo. S. McReynolds, having 1,500,000 bus. capacity, is to be made a regular house. These, with the 1,000,000-bu. Santa Fe Eltr. will make a total of 3,500,000 bus. of available regular eltr. capacity.

All of the telegraph operators of the Western Union and Postal Companies quit work when the strike began, and service was practically absent until Aug. 15 when each of the companies put 6 men on the New York, St. Louis and Minneapolis wires. Each company had three additional wires working Aug. 19, communicating with Kansas City, Duluth and Milwaukee. Coincident with the strike of employees of the telegraph companies the operators transmitting quotations and orders for the private wire firms made a demand for a minimum of \$30 per week, which a few firms granted, others refusing the advance. Brokers are receiving very few orders from customers who formerly gave instructions by wire and their losses of commissions aggregate several thousand dollars per day. Pres. Sager of the Board of Trade has appealed to Pres. Roosevelt to settle the strike; but in the present temper of both parties to the controversy little is expected to be accomplished by mediation. Cash grain firms and the exporters are making the best possible use of the fast mails. Some firms have resumed the sending of postal card bids to country shippers who have long distance telephone connections by which to accept next morning.

COLORADO.

Ordway, Colo.—The Ordway Trading Co. has bot machinery for its new eltr.

Calhan, Colo.—Russell Gates Mercantile Co. is building a new eltr. and has bot the machinery.

Fort Morgan, Colo.—This company was incorporated June 20. We are adding 30,000 bus. capacity to the eltr., making the capacity 50,000 bus.—J. L. Eaches, mgr. of the Platte Valley Milling & Eltr. Co.

Greely, Colo.—The United Produce Co. will erect eltrs. at Lucerne, Severance Sta., Farmers Spur Sta., Bracewell Sta., Timnath Sta., Peckham and Gilcrest. Each will have a capacity of 40,000 bus. The eltrs. at Evans and Kersey are finished; both have a capacity of 10,000 bus.

Pueblo, Colo.—A. M. McClelland has bot the eltr. of the Pueblo Flour Mill & Eltr. Co. Additions are contemplated which will make it one of the largest grain warehouses and shipping eltrs. in the state. J. K. Sweeney, who built the plant and has operated it for 8 years, will remain in charge temporarily.

IDAHO.

Rathdrum, Ida.—S. L. Farnsworth has resigned his position as mgr. of the Farmers Grain & Supply Co. and will go into the feed business.

Sweet, Ida.—The Boise County Milling Co. is erecting an eltr. and intends to put in corn grinding machinery. The mill is closed down for canal repairs.

ILLINOIS.

Shannon, Ill.—Mr. Backer has succeeded Backer & Good.

Paxton, Ill.—W. H. Westbrook has spent \$6,000 on his grain eltr. property.

Macomb, Ill.—W. L. Yeast and the merchants are thinking of erecting an eltr.

Fairland, Ill.—Bartlett, Kuhn & Co. have started the erection of a new grain office.

Sciota, Ill.—E. E. Sapp is repairing his eltr. and it will soon be in first-class condition.

Dunlap, Ill.—Charles Holmes has bot the mercantile and grain business of Charles Hines.

Mattoon, Ill.—Sales of broom corn are reported at \$130 per ton, the high figure for the season.

Baileyville, Ill.—The B. P. Hill Grain Co. is installing a complete equipment of new machinery in its eltr.

Perdueville, Ill.—I have bot the eltr. of C. H. Ruple & Co. here, which makes me over 100,000 bus. of storage capacity.—J. B. Carson.

Gillum, Ill.—Frank Supple has succeeded the Zorn Grain Co., of Peoria, in the grain business here.—M. C. Cole, agt. Frank Supple.

Kilbourne, Ill.—H. B. Samuels of Easton, who was interested in the organizing of a farmers grain company here, did not meet with success.

Saunemin, Ill.—A. Cording will succeed E. J. Scovel as mgr. for the Saunemin Eltr. Co. Mr. Scovel has entered the employ of the Armour Grain Co.

A traveling man calling on grain dealers of Illinois writes: "The dealers I

have met lately are all sore-headed. They lost piles of the long green on September oats and most of them feel like beating the life out of the cash box."

Woodruff Sta., McLean P. O., Ill.—Levi Johnson has overhauled his eltr. and put in a new scale and gasoline engine. S. E. Smith operates the plant.

East Lynn, Ill.—Wheelock & Peterson Bros., incorporated, capital stock \$40,000; incorporators, E. O. Wheelock, P. T. and H. C. Peterson and Martin Olson.

Waukegan, Ill.—The Corn Products Co. has placed in operation a water purifying plant costing \$75,000, to stop the pollution of the lake with waste from its factory.

Eden, Ill.—The grain storehouse of Charles F. Holt was burned Aug. 8 with 1,500 bus. of grain. The loss was partly insured. Sparks from a locomotive started the fire.

De Kalb, Ill.—J. D. McClean of Peoria, Ill., has leased for one year the elevator here of Martin Kennedy of Creston, Ill. This eltr. was recently operated by S. C. Hunt & Co.

Blueridge, Ill.—W. D. Fairbanks is building an eltr. 26x108 ft.; 72 ft. of it will be 29 ft. high and 36 ft. will be 36 ft. high. It will have 9 bins with a capacity of 80,000 bus.

Meredosia, Ill.—A marine leg to unload grain from barges into cars on the new switch of the Wabash R. R. has been installed by A. J. Leslie in his eltr. for his lessee, the Toledo Eltr. Co.

Bloomington, Ill.—The stations at which eltrs. are being erected for Abel Brooks & Co. by the Burrell Engineering & Construction Co. have been named Cockrell, Prouty, Yeomans and Clements.

Belvidere, Ill.—Marshall Bros. will operate the eltr. being built by the Burrell Engineering & Construction Co. for the C. & N. W. R. R. The machinery is supplied by the Skillin & Richards Mfg. Co.

Decatur, Ill.—Thomas Bennett & Co., grain commission merchants of Chicago, are establishing a branch office in the Review bldg., here, with a private wire for the execution of orders on the Board of Trade.

Golden, Ill.—The eltr. of H. H. Emmering was burned Aug. 8 with about 12,000 bus. of grain. It is thought the fire originated from a spark from a passing engine. Loss, \$15,000, covered by insurance.

Madison, Ill.—The new Clover Leaf transfer eltr. erected by the Burrell Engineering & Construction Co., and operated by the Miller Grain Co., of St. Louis, has a transfer capacity of about 40 cars per day.

Ashmore, Ill.—A large cob house is being erected by Bartlett, Kuhn & Co. at their eltr. The present cob house, a small one, will be taken down. The cobs will be loaded into cars for shipment to Terre Haute, Ind.

Junction, Ill.—G. W. Cook and myself have leased the eltr. at Junction owned by Harvey H. Crozier of Carmi, Ill., and will operate the house under the name of the Junction Eltr. Co.—M. F. Strickland, Shawneetown.

Princeville, Ill.—The Farmers Eltr. Co. has let the contract to the Burrell Engineering & Construction Co. for a 30,000-bu. eltr., equipped with 2 dumps, one leg, automatic scale; machinery furnished by the Skillin & Richards Mfg. Co.

The contract includes the office and power house. A 12-h. p. Fairbanks-Morse Kerosene Engine will furnish power.

Saybrook, Ill.—The gasoline tank at the eltr. of the Shearer-Null Grain Co. was overflowed by the rain and recently it was decided to build a cement vault to keep the water out. In emptying out the oil and water the mixture was thrown into the street and when a match was dropped into the fluid the fire traveled back to the tank, melting the cap off the tank, but not reaching the eltr.

Rochelle, Ill.—About 20 dealers met here to-night (Aug. 22) and had a very pleasant meeting. They came in automobiles, buggies and afoot. Secy. Strong's train was three hrs. late, which shows the futility of depending upon trains. He paid his fare for naught, as meeting was over when he arrived. Car distribution was the chief burden of their talks, but no action was taken.—L. C. F.

Maroa, Ill.—As to this company being financially involved, as reported in this column Aug. 10, I will say it is not as serious as has been reported. The condition of our company on July 1, 1907, is shown by the leading mercantile agencies, and at present it is in much better condition financially. As to suspending business, this company has been doing business all the time since it first opened for business in December, 1903.—Maroa Eltr. Co., J. S. Stoutenborough, secy. and mgr.

NEW LAW ON GRAIN APPEALS.

An Act to amend section 3 of "An Act to amend an act entitled 'An Act to regulate public warehouses and the warehousing and inspection of grain, and to give effect to article 13 of the constitution of the State,' approved April 25, 1871, in force July 1, 1871, and to establish a committee of appeal, and prescribe their duties," approved April 15, 1873, in force July 1, 1873.

Section 1. Be it enacted by the People of the State of Illinois, represented by the General Assembly: That section 3 of "An Act to amend an act entitled 'An Act to regulate public warehouses and the warehousing and inspection of grain, and to give effect to article 13 of the Constitution of the State,' approved April 25, 1871, in force July 1, 1871, and to establish a committee of appeal, and prescribe their duties," approved April 15, 1873, in force July 1, 1873, be and the same is hereby amended so as to read as follows:

Section 3. In all matters involving doubt on the part of the chief inspector, or any deputy inspector, as to the proper inspection of any lot of grain, or in case any owner, consignee or shipper of grain, or any warehouse manager, shall be dissatisfied with the decision of the chief inspector or any deputy inspector, an appeal may be made to said committee of appeal, and the decision of a majority of said committee shall be final. Said board of commissioners are authorized to make all necessary rules governing the manner of appeals as herein provided. And all complaints in regard to the inspection of grain, and all notices requiring the services of the committee of appeal, may be served on said committee, or may be filed with the warehouse registrar of said city, who shall immediately notify said committee of the fact, and who shall furnish said committee with such clerical assistance as may be necessary for the

proper discharge of their duties. It shall be the duty of said committee, on receiving such notice, to immediately act on and render a decision in each case.

Approved June 4, 1907.

NEW LAW ON CANCELLATION OF RECEIPTS.

An act to amend section one. (1) of "An Act providing for the issuing and cancellation of receipts for public warehouses or warehouses of class A or class B, in the State of Illinois, and providing penalties for violation thereof," approved May 11, 1901, in force July 1, 1901.

Section 1. Be it enacted by the people of the State of Illinois, represented in the General Assembly: That section one (1) of "An Act providing for the issuing and the cancellation of receipts for public warehouses or warehouses of class A or class B, in the State of Illinois, and providing penalties for violation thereof," be and the same is hereby amended to read as follows:

Section 1. That upon the receipt of any grain for storage in any public warehouse of class A or class B (in cities or counties where a chief grain inspector or deputy inspector has or shall be lawfully appointed), and said warehouseman shall issue or cause to be issued a receipt for the number of bushels, the kind and the grade of such grain, the owner thereof, and shall report within 24 hours to the warehouse registrar the amount of grain, the owner thereof, the number of the receipt issued thereof, the kind and grade of said grain; and that no grain shall be delivered from store from any such public warehouse of class A or class B (in cities or counties where a chief grain inspector or deputy inspector has or shall be lawfully appointed), for which, or representing which, any such receipt shall have been issued, except upon the return of said receipt stamped, or otherwise plainly marked by the warehouse registrar with the words, "registered for cancellation," and date thereof. And it shall be the duty of the warehouseman, after said receipts have been stamped and marked "registered for cancellation," and within 24 hours after the last of said grain has been delivered to report said receipts to the registrar cancelled; and any warehouseman, agent, clerk or servant failing to issue receipts for grain, when received as aforesaid, shall be subject to a fine of \$100 for each offense. And any warehouseman, agent, clerk or servant so delivering any grain, where receipts have been issued as aforesaid, or inspector or person connected with the grain department, knowingly permitting said grain to be delivered without notice from the registrar that said receipts have been registered for the cancellation, shall be deemed guilty of crime, and upon conviction thereof shall be fined an amount equal to the value of the property so delivered, or imprisonment in the penitentiary not less than one year nor more than ten years.

Approved June 4, 1907.

INDIANA.

Evansville, Ind.—Charles W. Brizius Eltr. Co., incorporated, capital stock \$15,000; directors, C. W. Brizius, W. W. Brizius and R. G. Brizius.

Whiting, Ind.—P. J. Scholz & Co., dealers in feed, are equipping their plant with elevators, line shafting and electric

motor supplied by the Skillin & Richards Mfg. Co.

Grass Creek, Ind.—O. Gandy & Co. are operating their new eltr. built by Fred Friedline.

Earl Park, Ind.—Caldwell & Barr are now operating their new 20,000-bu. eltr. just completed by Fred Friedline. It is known as the York Eltr. and is on the C. I. & S. R. R.

Rock Hill Sta., Chrisney P. O., Ind.—We have just completed an eltr. with a capacity of 6,000 bus. in connection with our corn barn, 48x80 ft. for ear corn.—Jeff Ray & Son, Rockport, Ind.

Roby, Ind.—The installation of the machinery in the works of the Western Glucose Co. is progressing rapidly, and on the beginning of operation this fall the plant will consume 10,000 bus. of corn daily.

Richmond, Ind.—The Richmond Eltr. & Milling Co. has sold its eltr. to the Pa. R. R. Co. for additional tracks. Building, etc., will be removed within 6 months. I expect to sell or move to some other town.—W. A. Goings.

Hebron, Ind.—M. J. Brown's new eltr. is up and the building inclosed and all machinery on the ground. The plant will be completed in 10 days, making 42 working days to build a 30,000-bu. eltr. The plans were made by Fred Friedline, who has the contract.

Barnard, Ind.—I have sold $\frac{1}{2}$ interest to E. R. Moore, who has been mgr. for a year. The name of the firm is J. F. Higgins Grain Co. We are having a very successful season so far, having handled about 50,000 bus. and a very good quality of wheat.—J. F. Higgins.

Fort Wayne, Ind.—Millers were too busy to attend the meeting called at this city recently, to consider discounts on the new crop of wheat. Wm. Stratton, pres. of the Indiana Millers Ass'n., has prepared a table which is being generally adopted. It is said that to make a barrel of flour requires 8 to 10 lbs. more of new than of old wheat.

Kimmell, Ind.—Fire destroyed the eltr. and mill of Niccum Bros. about 2 a. m., Aug. 23. The mill was an up-to-date 75-bbl. mill, in which there was several thousand bus. of wheat ready for shipment. Loss, \$7,500; partly covered by insurance. The cause of the fire is supposed to have been an overheated bearing in one of the elevator heads.—S. B. Sampson.

INDIAN TERRITORY.

Muskogee, I. T.—The transfer eltr. of the Midland Mill & Eltr. Co. is about completed.

Morris, I. T.—The Stewart & Russell Eltr. Co. has succeeded the Brown Mill & Eltr. Co.

Chickasha, I. T.—The Chickasha Grain & Produce Co. has dissolved partnership, F. M. Cherry retiring from the firm and P. C. Travers continuing the business.

Oklmulgee, I. T.—The Farmers Union Mill & Eltr. Co., incorporated, capital stock \$10,000; incorporators, A. J. Whitecotton, S. C. Daniels, E. F. Price, J. B. Carmack and others. The company will handle cotton, hay, flour and feed.

Maysville, I. T.—My plant, which burned July 30, will be rebuilt. The loss was \$7,581.37; received \$5,604.87 insurance. The capacity of the eltr. will be 30,000 bus. and an additional storage of 50,000

bus., with 6-roll corn meal mill, two large capacity shellers, and 2 chop mills. This plant will be up-to-date in every respect, to shell 7,000 bus. of corn daily. The plant will be ready for business Oct. 10.—T. J. Dobyns.

IOWA.

Wellsburg, Ia.—J. Tjaden will erect an eltr. soon.

West Bend, Ia.—Gilchrist & Co. will erect a 40,000-bu. eltr.

Rowan, Ia.—I have bot the eltr. of Shaner & Fowler.—R. Verdan.

Fenton, Ia.—The Farmers Eltr. Co., incorporated, capital stock \$15,000.

Yetter, Ia.—The Farmers Grain Co. has bot the eltr. of the Western Eltr. Co.

Ogden, Ia.—Alfred Hanson of Calender has bot an eltr. at this place.

Dyersville, Ia.—The grain warehouse of John Hittpemiller was burned Aug. 15.

Kamrar, Ia.—H. H. Carson has taken charge of the eltr. of the Western Grain Co.

Akron, Ia.—The Farmers Eltr. Co. will erect an eltr. with a capacity of 25,000 bus.

Rembrandt, Ia.—C. F. Wagner of Marathon has repaired the eltr. of De Wolf & Wells Co.

Farley, Ia.—Kelly Bros. have succeeded Kelly & Knapp, who succeeded A. K. Heald & Son.

Rembrandt, Ia.—The Farmers Eltr. is well under way, and the company is looking for a mgr.

Dysart, Ia.—K. K. Liquin of the Clinton Grain Co. has started the erection of a 25,000-bu. eltr.

Gilman, Ia.—Thomas Thomas of Sheffield has accepted a position as mgr. for the Farmers Eltr. Co.

Garrison, Ia.—Stockdale & Dietz have bot the eltr. and coal business of W. J. Urice & Sons, for \$5,500.

Rippey, Ia.—Wm. Radebaugh and John Munson have bot the eltr. of Roberts & Davis and are doing business.

Hamburg, Ia.—Frank McBride & Co. have succeeded D. Hunter & Co. at this place, Coburg and Watson, Mo.

Sac City, Ia.—Conger, Ball & Co., incorporated, capital stock \$50,000. The company owns a number of eltrs.

Grundy Center, Ia.—John Tjaden has let the contract to Mr. Nanson for the erection of an eltr. to cost \$5,000.

Paton, Ia.—D. Mulholland & Son have bot the eltr., coal, tile, feed and building material business of A. B. Roberts & Son.

West Point, Ia.—Walljasper & Son have bot the eltr. of L. Link, and are overhauling it and putting in new machinery.

Humboldt, Ia.—The Farmers Eltr. Co. is building an addition to its eltr. The company has added an annex to the engine room.

Des Moines, Ia.—The Iowa Railroad Commission has issued an order that steam roads must make joint rates with interurbans.

Council Bluffs, Ia.—The Iowa pure feed law will be tested at the September term of court, when Judge McPherson will determine the merits of the controversy. An order has been issued that

pending a decision the officers or agents of the Standard Food Co. shall not be arrested for violating the law in refusing to publish its formula.

Sioux City, Ia.—The J. Rosenbaum Grain Co. is installing an Ellis Drier in its eltr. Work on the new eltr. is progressing rapidly.

Union, Ia.—A farmers eltr. company has been organized by H. N. Peckham, W. H. Rowen, George Lepley, C. E. Lawrence and others.

Sioux Center, Ia.—P. W. Anderson is erecting an eltr. and has let the contract to the American Supply Co. for the machinery and supplies.

Sheffield, Ia.—Williams & Benzler have dissolved partnership. Mr. Williams is now sole owner of the eltr. and will continue the business alone.

Des Moines, Ia.—The order of the state railroad commission increasing the minimum carload weight from 24,000 to 30,000 lbs. has become effective.

Sunbury, Ia.—The new eltr. being built for Peter A. Reinbrecht will be equipped with a complete outfit of machinery furnished by the Skillin & Richards Mfg. Co.

Shenandoah, Ia.—The Berner-Smith Co. is building an eltr. The company is comprised of W. C. Berner, G. E. Berner and W. H. Smith. W. C. Berner is mgr.

Havelock, Ia.—The Farmers Coal & Grain Co., incorporated, capital stock \$10,000; incorporators, J. M. Schall, Ed. Meredith, William Steen, J. C. Potter and others.

Long Grove, Ia.—The D. Rothschild Grain Co. will tear down the eltr. now in use and will build a new one to be completed Oct. 1. It will have a capacity of 20,000 bus.

Schleswig, Ia.—Lightning struck the eltr. of the Nye Schneider Fowler Co. recently, starting a blaze which was promptly extinguished. The same eltr. had been struck two weeks before.

Buckingham, Ia.—I have resigned as agent for Nye Schneider Fowler Co. and accepted a position as manager of the Bank of Buckingham. M. J. Morris has taken my place at the eltr.—Chas. Wellik.

Radcliffe, Ia.—The Ober Kingsbury Grain Co. has bot the eltr. formerly owned by F. L. Howe & Co. The company will tear down part of it and rebuild it, putting in new machinery and adding a gasoline engine.

Sutherland, Ia.—Edward Propp, who has been mgr. of the Western Eltr., recently sold to the Sutherland Farmers Grain & Supply Co., for two years, has accepted a position with the Scroggs Eltr. Co. and will take charge of its eltr. at Ireton at an increase in salary.

Jefferson, Ia.—The Farmers Eltr. Co. has bot the eltr. formerly operated by the Atlas Eltr. Co. for \$2,650. The plant consists of the eltr. machinery, office, scales, coal sheds and corn cribs. Henry Tucker has been elected mgr. of the company, and the work of overhauling the plant has started.

Guernsey, Ia.—John Swecker has received complete plans and specifications, including material and machinery lists, and will tear down the old eltr. to erect a new one 34x36 ft. and 70 ft. high. The foundation and dump sinks will be of concrete. The equipment will include one stand of 12x7 elevators, No. 4 U. S. Sheller with B. S. Constant Sheller Feed-

er; 600-bu. Eureka Corn Cleaner; 15-h. p. gasoline engine; 2 wagon dumps, office and wagon scales. Mr. Swecker will purchase materials and begin the work when thru handling the present crop. The plans were prepared by Fred Friedline.

Granville, Ia.—The machinery for the concrete eltr. which is being erected by B. G. Mering for Cannon, Haase & Metcalf is being supplied by the Skillin & Richards Mfg. Co., and will include 3 steel legs, steel conveyor boxes, cleaner and shafting. The structure is going up about 18-inches per day. Its capacity will be 125,000 bus.

Des Moines, Ia.—W. G. Case has been given an opinion by a firm of attorneys that the Stillman law does not affect his card prices. Mr. Case sends daily to each subscriber a card which states the price that can be paid for different kinds of grain with a certain margin of profit to himself; the prices indicated on the card are based on the Chicago market; by deducting from the Chicago price the freight rate via the cheapest route from his station to Chicago and adding a certain profit per bushel for handling the grain, he arrives at the prices stated on the card; there is no agreement between Case and subscribers that they shall pay the prices indicated on card, and there is no agreement between him and subscribers as to the prices they shall pay for grain, but they are free to pay any prices they may see fit to pay; consequently the provisions of the Stillman act are clearly outside of Mr. Case's method of quoting prices.

KANSAS

Albert, Kan.—F. W. Haas has sold his eltr.

Mitchell, Kan.—R. J. Johnston is erecting an eltr.

Seneca, Kan.—William Hossack will erect an eltr.

Lyons, Kan.—E. W. Wright has sold his grain eltr.

Caldwell, Kan.—C. G. Weber & Co. are out of the grain business.

Berwick, Kan.—Jacob Strahm has bot the eltr. of A. D. Steels.

Lyons, Kan.—E. S. Leonard is building a grain eltr. near this place.

Hazelton, Kan.—The Star Eltr. Co., incorporated, capital stock \$5,000.

Liberal, Kan.—A. E. Blake, J. E. George and C. E. Woods have organized a company to build an eltr.

Elgin, Kan.—The Southern Kansas Supply Co. is handling grain here in place of the R. W. Black Mercantile Co.

Salina, Kan.—The Midland Grain & Stock Co., alleged bucket-shop, has sold its business to the Christie concern of Kansas City.

Liberal, Kan.—Bolen, Hall & Co. are scopers. The regular dealers are ourselves and the Liberal Eltr. Co.—W. O. Woods Grain Co.

Hill City, Kan.—W. G. Saunders jumps in and buys wheat every time he thinks the grain is going up and scoops it into the car.—Graham Co. Mill & Eltr. Co.

Stark, Kan.—I have sold the grain and coal business that was advertised in the Grain Dealers Journal a few weeks ago, and am entirely out of the grain business. The Chanute Grain Co. will succeed me at Savonburg and T. E. Henson

succeeds me at Stark. I regard the Journal's want and for sale columns indispensable to the grain trade.—Thomas Wells.

North Cedar, Kan.—We are the only dealers, Mr. Cragg having sold to us. We expect Mr. M. L. Trudell to cause some trouble by buying on track.—Hauck Bros. Eltr. Co., Valley Falls.

Winfield, Kan.—The order of court restraining the Midland Grain & Stock Co. from continuing the operation of a bucket-shop has been dismissed because the witnesses refused to testify, fearing to incriminate themselves.

Moran, Kan.—The Moran Grain Co. recently compelled a farmer to live up to his contract. After contracting his wheat to the company here the grower sold it again to dealers at Bronson, but was induced to haul his wheat to this place before suit was brot.

Manhattan, Kan.—The laboratories at the experiment station are very far behind with the analyses of mill feeds under the new Kansas pure feed law, and the officials are said to have given some millers permission to send out their feed without having the analysis upon the label, temporarily.

Palco, Kan.—The Western Star Mill Co., of Salina, Kan., will begin soon, the erection of a 20,000-bu. elevator, to be equipped for handling both wheat and ear corn. A No. 1 Ohio Corn Sheller will be installed, and fed from the dump sink with an improved corn drag. A Richardson Automatic Scale of 1,000 bus. capacity, and a corn cleaner will be placed in the cupola to clean the corn from the sheller. The house will cost \$6,000. The contract has been awarded to G. F. McCurley and will be completed in time for the corn crop.

Topeka, Kan.—In the suit by the attorney of Kansas against the Southern Kansas Millers Club and the Southwestern Bureau of Information Judge Wilson of the district court at Wichita ruled that the millers must answer within 30 days, the following questions: If there is a combination on prices; if F. D. Stevens is not employed by the club as a means of communication; if Stevens makes suggestions when to buy and when to refrain from buying; if millers not members are classed as irregular; if members insinuate that non-members give short weight and inferior articles.

Wichita, Kan.—In the suit by the Farmers, Merchants & Shippers Club against the railroads alleging excessive rates for the transportation of grain, Interstate Commerce Commissioner Prouty held that the rate on corn from Wichita to Galveston should not exceed 22 cents; that the old differential of about 3 cents between corn and wheat should be retained. The old rate on wheat was 28 $\frac{1}{2}$ c, the new rate will be 25c. From Salina the old and new rates on wheat are 31 $\frac{1}{4}$ and 26 cents respectively. The reduction runs from 3 $\frac{1}{4}$ c to 5c, the average being 4 $\frac{1}{2}$ cents per 100 lbs. E. K. Nevling says "The decrease means more for us than the people think. Thousands of dollars will be saved the people of Kansas."

Atchison, Kan.—The Atchison Board of Trade has completed its organization, with W. S. Washer pres., J. W. Blair, vice pres., and Edwin Lukens, secy. Nine eltrs. have been declared regular under the rules of the new grain exchange; and the Board has adopted the trade rules of

the Grain Dealers National Ass'n. The Board's arbitration committee is composed of Arthur Lukens, A. F. Mangelsdorf and W. A. Blair. The committee on inspection and weights is composed of David Lukens, Jr., D. M. Cain and E. J. Small. The following firms and individuals constitute the charter membership: S. R. Washer Grain Co., S. R. Washer, W. S. Washer, Jno. R. Schmitt, Blair Milling Co., W. A. Blair, J. W. Blair, C. H. Blanke, Atchison Live Stock & Milling Co., E. J. Small, J. T. Kemp, Cain Mill Co., D. M. Cain, H. S. Cain, Corn Belt Grain Co., S. E. Harburger, Lukens Milling Co., Edwin Lukens, Arthur Lukens, David Lukens, Jr., Atchison Oatmeal & Cereal Co., J. D. Small, J. H. Noble, Geo. M. Noble; Mangelsdorf Bros. Co., August Mangelsdorf, T. C. Garner, A. F. Mangelsdorf, Chas. Crawford.

KENTUCKY.

Henderson, Ky.—A. Waller & Co. have purchased three Ideal Hess Grain Driers and Coolers to be installed at once in their plant at this city.

Lebanon, Ky.—The eltr. of the T. M. Estes Mill Co. has been converted into a public warehouse to accommodate the wheat growers who wish to hold.

Lexington, Ky.—The large warehouse and eltr. of John B. Payne was burned Aug. 12. Loss on buildings and contents \$5,000, with \$3,500 insurance.

Latonia, Ky.—A new sacking eltr. and hay warehouse has just been completed for the Cincinnati Grain Co., by the Burrell Engineering & Construction Co. It has also made plans for a 50,000-bu. cleaning and transfer eltr. for the same company.

Uniontown, Ky.—Gilbert J. Harris has filed a voluntary petition in bankruptcy. Liabilities, \$65,475; assets, \$35,830. Harris owes the City National Bank of Evansville, Ind., \$45,532, mostly secured by real estate and personal security. Mr. Harris transacted a large grain business and it is said he never kept a set of books.

MARYLAND.

Baltimore, Md.—F. A. Meyer of the Louis Muller Co. has been appointed a member of the arbitration committee in place of Chas. England, who was elected a member of the board of directors.

Baltimore, Md.—The terminal committee of the Chamber of Commerce conferred with J. C. Brown, manager of the B. & O. R. R. Eltrs. Aug. 10, to suggest a location on which to rebuild the burned eltr. The grain men desire a site on pier No. 2, or a location on the north side of the inner harbor, and request a capacity of 2,000,000 bus.

Baltimore, Md.—To avoid delays thru the burning of its eltr., Aug. 8, the B. & O. R. R. Co. since Aug. 12, and till further notice, has been handling domestic grain for local delivery at Locust Point Eltr. The rules formerly governing the handling of grain at the burned eltr. will be applied, and such domestic grain will be moved free to Howard street for delivery. Two working days will be allowed in which to unload cars, after which car service charges will be applied.

Baltimore, Md.—In a letter to the B. & O. R. R. Co. the terminal committee of the Chamber of Commerce said: The limited capacity of the Camden Eltr. caus-

ed the railroad and customers great loss.

Often from 15 to 30 days and more have been consumed in bringing oats and other grain from Mount Clare to Camden Eltr. This usually happened at the busiest season of the year, after the eltr. had been filled to capacity. The local trade cannot haul as fast as the eltr. can unload, hence we need liberal storage capacity to take care of the grain when it moves freely, so as to have a stock when country shipments cease. A shipper whose grain has been unreasonably detained becomes dissatisfied with Baltimore, and business cannot afterwards be obtained from him on even terms with other markets. The repeated embargoes on grain for local consumption, especially oats, have worked a serious loss to Baltimore. These embargoes were caused by the limited storage capacity of Camden Eltr. The great fire of 1904 permanently put out of commission many warehouses on the wharves which carried wheat, corn, oats and rye for local distribution. As the city has taken these wharves, and they will be used by large corporations, all this distribution must be made through local eltrs.

The Baltimore & Ohio traverses an oats country, but receives less than 40 per cent of the arrivals in Baltimore. The limited capacity, poor delivery service and the location were in part responsible for this. The great increase in population of Baltimore since 1883, and the advantage of storing in local eltrs. to holders of rye, corn and other cereals has so increased the local distribution and demands for storage that the new eltr. should have not less than 1,000,000 bus. capacity—looking to the future, we should say not less than 2,000,000 bus., especially as the actual working capacity for storage is decidedly less than the nominal holding capacity. A drier of large capacity and all modern equipments for handling and cleaning grain should be installed, as a large revenue will result to you from all the charges accruing from handling off-grade grain. The eltr. which was destroyed was of about 250,000 bus. capacity. It was intended for the storage of stock for local delivery and consumption. Its destruction means a considerable loss to the trade, since the new crop of oats is just coming in, and this eltr. took care of all this stock coming in over the Baltimore & Ohio, and consumed in this city. But if its destruction means that a larger and more adequate one will be built in its place, the trade will feel amply compensated.

MICHIGAN.

Saline, Mich.—Charles Cool of Clarksville has bot the eltr. of J. W. Hull of this place.

Linkville, Mich.—Wallace & Orr Co. will install an improved Hall Signaling Grain Distributor in its eltr.

Detroit, Mich.—George O'Keefe was partially submerged in grain which he was helping to unload from a boat, Aug. 7. He was taken to a hospital suffering from a broken leg and other injuries.

Scotts, Mich.—We have built a large hay, potato and seed storage at this place. We will buy at several extra places this year, and will place 2 or 3 new steam and 2 horse balers in our territory.—White Bros. & Co.

Battle Creek, Mich.—A. K. Zinn, who owns a mill at Galesburg, Ill., has bot an interest in the firm of McLean, Swift & Co., and will take charge of their new

eltr. here. He will continue to operate his mill at Galesburg.

Bad Axe, Mich.—Fred Kinde, mgr. of the Bad Axe Grain Co., bot the eltr. of the Ruth Eltr. Co. at Ruth, Mich., and is refitting the buildings and machinery. This is the third eltr. this company has bot this summer and the fifth one it operates.

Saginaw, Mich.—The Michigan Hay Ass'n at its annual meeting here Aug. 7-8 elected W. H. Meacham of Holly, pres.; James Kerr of Melvin, vice pres., and E. C. Forrest of Saginaw, secy-treas. It was voted to hold the next annual meeting at Detroit.

Detroit, Mich.—John Croydon, vice pres. of the Board of Trade, died Aug. 9 after three months' illness from diabetes. Mr. Croydon was born in England 57 years ago, and 20 years ago came from Canada to Detroit and engaged in the grain business. He is survived by his widow, two sons and two daughters.

Lake Odessa, Mich.—Smith Bros. & Velte, of this place, and S. M. Isbell & Co., of Jackson, have been reorganized into a stock company. The company will be incorporated under the name of Smith Bros., Velte & Co. The company controls two eltrs. at Lake Odessa, one at Woodbury, Woodland, Coats Grove and Hastings; some have a lumber yard in connection.

Carson City, Mich.—The Rockafellow Grain Co. has been reorganized. This firm was organized in 1887. There will be no change in the management. L. W. Murray has been connected with the firm for 18 years. The reorganization was begun a year ago, when Mr. Murray and the Detroit members of the firm bot the stock of Mrs. M. Pringle and Mrs. T. J. Weaver. The capital stock is \$40,000.

Lansing, Mich.—The Michigan Corn Improvement Ass'n has asked the supreme court to grant an order compelling the state auditor-general to spread a tax of \$500 for each of the years 1907 and 1908 in accordance with an act of the legislature providing for the encouragement of corn culture in the state. The auditor recently was advised by the atty.-gen. that the act is unconstitutional, being class legislation, and also because the Ass'n is not an incorporated body.

Grand Rapids, Mich.—At the semi-annual convention of the Michigan Millers State Ass'n a committee recommended the abolition of the term "milling wheat" and the adoption of the following schedule: "We grade wheat as follows: By one-quart tester after cleaning; full priced wheat must test 60 lbs. red or white; 62 lbs. pay 4 cents over basis; for 6½c over; for 60 pay basis; and 2c less for each lb. under 60. The committee on grain inspection recommended that a committee of three be appointed to formulate rules for inspection and grading, and to pass on all claims between millers and grain dealers, with an appeal to the directors. C. B. Pierce, of Bartlett, Frazier & Carrington, spoke on "Correct Methods of Testing Wheat," exhibiting the sieve for cleaning and the tester; and a paper on "Thrips on Oats" by Professor C. D. Smith was read.

MINNEAPOLIS.

Nye, Jenks & Co. have taken the offices vacated by the Peavey Eltr. Co.

The International Sugar Feed Co. has let the contract to the Macdonald En-

gineering Co. for its reinforced concrete eltr. and mill.

The Powers Eltr. Co. has increased its capital stock from \$150,000 to \$600,000.

Kinsey Maxfield has been appointed official grain sampler of the Chamber of Commerce.

Private wire telegraf operators have made a demand on their employers for a minimum wage of \$30 per week.

The North Star Malting Co. has let the contract to the Barnett & Record Co. for the erection of 10 additional tile and steel grain tanks.

The grain inspection board at this city has been reappointed to serve two years. It is composed of W. F. Kelso, A. F. Evenson and S. P. Thorson.

Arbogast & Ball, grain commission merchants of Duluth, who operate a line of country eltrs. under the name of the Dakota Eltr. Co., have established offices at 400 Corn Exchange, Minneapolis, in charge of L. A. Arbogast, pres., J. H. Ball remaining at Duluth.

Returns from the baseball game between the Chamber of Commerce and the Chicago Board of Trade, which was played Aug. 17 on Northrop field, will approximate \$2,500 for charity. The general committee on arrangements was composed of J. R. Marfield, H. F. Douglas, J. L. McCaul, F. M. Crosby, F. W. Commons, C. F. Poehler and L. E. Brown. The Chicago teams accompanied by about 80 rooters arrived ahead of time on the Wisconsin Central special train. The line up was as follows: The Minneapolis team—Owen, catcher; Beutner, Griffiths, Beaupre and Beatty, pitchers; La Batt, first base; McDowell, second base; Getchell, shortstop; Hanson, third base; Walling, center field; McCarthy, right field; Gouch, left field; substitutes, Berger, Stuhr, Hughes, McKinnon. Chicago team—Florentine, third base; McClean, shortstop; Howe, Badger, Bonstedt and Mitchell, catchers; Kramp, center field; Henry, Cole, Dalton, pitchers; Schulz, left field; Garneau, first base; Brennan or Vehon, right field; Greeley, second base. Chicago won by a score of 9 to 6.

MINNESOTA.

Stanton, Minn.—J. A. Goudy has bot the eltr. of N. Austinson.

Kinbrae, Minn.—C. E. Harding is the new buyer for McGlin Bros.

Cyrus, Minn.—A. T. Lee is the new mgr. of the Farmers Eltr. Co.

Kragnes, Minn.—L. Borgaard will be agent for the Federal Eltr. Co.

Stein, Minn.—Edmonds-Londergan Co. is building a large addition to its eltr.

Tyler, Minn.—S. W. Smith has taken charge of the eltr. of the Atlas Eltr. Co.

Hutchinson, Minn.—The State Eltr. Co.'s eltr. was struck by lightning Aug. 15.

Bird Island, Minn.—Tim Hurley is the new wheat buyer of the Monarch Eltr. Co.

Duluth, Minn.—Memberships in the Duluth Board of Trade are selling at \$4-000.

Florence, Minn.—The Interstate Grain Co. has opened its eltr. with J. A. Martin as mgr.

Grogan, Minn.—The Plymouth Eltr. Co. has opened with K. S. R. Thompson as mgr.

Tracy, Minn.—The farmers of the towns of Monroe, Chetek, Springdale and

Holly have incorporated an independent eltr. company, with a capital stock of \$10,000.

Jackson, Minn.—John V. Byers has been chosen as mgr. of the W. W. Cargill Eltr. Co.

Sumter, Minn.—The Miller Eltr. Co. has stationed an agent at this place to buy grain.

McIntosh, Minn.—Ed. Stone will manage the eltr. of the Minneapolis & Northern Eltr. Co.

Lafayette, Minn.—Solomon Swensan has taken charge of the eltr. of the Eagle Roller Mill Co.

Dennison, Minn.—The Rex Eltr. Co., of Minneapolis, has acquired the eltr. of the John Miller Co.

Green Isle, Minn.—James L. Purcell has been chosen as mgr. of the eltr. of the Pacific Eltr. Co.

Long Prairie, Minn.—L. Carding will succeed his brother as mgr. of the Cargill Eltr. Co.'s eltr.

Wanamingo, Minn.—Alfred Lecheit has accepted a position as grain buyer for the Milwaukee Eltr. Co.

Westbrook, Minn.—The Skewis Grain Co. transferred me from Greenville, Ia., to this place.—W. E. Chinn.

Okabena, Minn.—Mr. Schreber is the new grain buyer for Skewis-Moen Co. He has moved his family here.

Hawick, Minn.—The Duluth Eltr. Co.'s eltr. was burned Aug. 11. Loss \$3,500. It is thought that the fire was caused by lightning.

Ada, Minn.—The Farmers Eltr. Co. has decided to handle coal and twine in connection with its grain business.—The Thorpe Eltr. Co.

Buffalo Lake, Minn.—C. Steinkoff and family will move to Drake, N. D., where he will personally manage his eltr. there for the next year.

Sherburn, Minn.—Greig & Zeeman, successors to A. D. Packard & Son, have opened their eltr. with L. J. Dahl, formerly of Alpha, as agent.

Manley, Minn.—T. R. Bennett has been chosen as buyer for the Harrington Grain Co. this season, and will move his family here from Pipestone.

Wilder, Minn.—C. W. Malmquist of Rushmore has taken his new position as mgr. of the Christensen Grain Co. and will move his family here.

Redwood Falls, Minn.—The eltr. of the Pacific Eltr. Co. has been opened with W. H. Parker as agent. H. T. Helgerson is agent for the Inter-State Eltr. Co.

Elysian, Minn.—A farmers eltr. company has been organized, capital stock \$6,000; by G. W. Bluhm, C. N. Smith, E. Hoffman, L. Quiram and others.

Buffalo Lake, Minn.—Wm. Kagel, who has been in charge of an eltr. at Hutchinson the last year, has accepted the position as buyer for the Exchange Grain Co.

Mapleton, Minn.—The Farmers Co-operative Ass'n's warehouse, which has been closed for the last year, is to be opened provided sufficient new stock can be sold.

Kensington, Minn.—O. A. Osdale has taken charge of the eltr. of the Milwaukee Eltr. Co. Mr. Osdale has been in charge of the eltr. of M. T. Gunderson for several years.

Duluth, Minn.—The Cargill Commission Co. announced that beginning Aug. 22 its purchases of barley will be made

on the basis of 48 lbs. to the bu., in place of 50 lbs. as heretofore.

Richdale, Minn.—Oscar Hempel will take the place of W. R. McGrann as buyer for Andrews & Gage. Mr. McGrann will take charge of the eltr. for the same firm at Wyndmere, N. D.

Garvin, Minn.—Harry Hientz has moved his family from South Dakota, where he has been employed for the Sleepy Eye Mfg. Co. He will represent the same company here as grain buyer.

Slayton, Minn.—The Farmers Eltr. Co. is organized, and has bot the eltr. of the Peavey Eltr. Co. The officers are Anton Lunder, pres.; Clarence Browning, secy.; and James Shirley, grain buyer.

Frost, Minn.—P. J. Fibelstand is the grain buyer for the Nye-Schneider-Fowler Co. in the place of Edward Engeset, who has accepted a position with the Blue Earth Roller Mills, of Blue Earth.

Adams, Minn.—Thomas Downey of Taopi has succeeded M. Schaefer as mgr. of the eltr. of the Gilchrist Eltr. Co. which was recently sold to the Hunting Eltr. Co. Mr. Downey will move his family here.

New Richland, Minn.—The New Richland Eltr. Co., incorporated, capital stock \$20,000; incorporators, L. M. Anderson, H. A. Anderson, P. O. Sunde, P. O. Querma and others. The new company has bot the eltr. of A. Ferguson.

Hector, Minn.—John Hokanson has resigned his position as mgr. of the Hector Eltr. Co. and has bot three sites for 3 eltrs. along the new coast extension of the Milwaukee and will build this fall. His son, George Hokanson, will succeed him.

Jackson, Minn.—Geo. Horner has resigned his position with C. Hill and accepted a similar position with Greig & Zeeman, formerly A. D. Packard & Son. Greig & Zeeman of Estherville, Ia., have bot the entire line of A. D. Packard & Son's eltrs.

St. Paul, Minn.—Shippers who attempt the enforcement of the commodity rate law are threatened with punishment for contempt of the order of the federal court, restraining the granting of the lower rates, on application of the railroad stockholders.

Kensington, Minn.—J. F. Whallon, of Minneapolis, has rented the eltr. of the Farmers Eltr. Co. The grain dealers at this place are the Atlantic Eltr. Co., J. F. Whallon, Woodworth Eltr. Co., and the Kensington Milling Co.—P. G. Peterson, agent, Atlantic.

St. Paul, Minn.—Geo. S. Loftus, secy. and James Manahan, atty. of the Minnesota Shippers & Receivers Ass'n, held a conference with several shippers and members of the legislature Aug. 19 to lay plans for the prosecution of railroad officials who refuse to enforce the law reducing freight rates. It is said that several county attorneys have promised to prosecute whatever complaints are filed by shippers.

St. Paul, Minn.—The establishment of rules for dockage on oats and barley was requested of the Minnesota Railroad & Warehouse Commission Aug. 20, by a delegation of country shippers headed by J. J. Quinn, secy. of the Tri-State Grain Dealers Ass'n. At the last session of the legislature a law was passed requiring all purchases of grain from farmers to be made on the legal bushel weight, prevent-

ing buyers from taking 33 lbs. for unclean oats and 50 lbs. for unclean barley, and expressly prohibiting dockage where not provided by the rules of the state grain inspection department. Among those present at the conference were T. O. Distad, mgr. Farmers Eltr. Co., Hayfield; D. S. Baird, secy. Hunting Eltr. Co., McGregor, Ia.; Wm. Sheppard, mgr. Farmers Eltr. Co., Kenyon, Minn.; Wm. Pierce, Dexter, Minn.; M. B. O'Halloran, Austin, Minn.; C. P. Russell, Eyota, and E. W. Dittes, Kenyon. The establishment of dockage rules will be again urged by the grain shippers at the meeting of the appeal board of Sept. 4.

MISSOURI.

Watson, Mo.—Frank McBride & Co. have succeeded D. Hunter & Co.

Hale, Mo.—The warehouse of Joe Belshe is being converted into an eltr.

Joplin, Mo.—The John W. Boyd Grain Co. has succeeded the Marshall & Michel Grain Co.

Kansas City, Mo.—J. Sidney Smith & Son have leased the Rex Eltr. for one year, of the Santa Fe road.

Farley, Mo.—The Kelley & Lysle Milling Co., of Leavenworth, Kan., opened a new eltr. at this place Aug. 1.

St. Louis, Mo.—The Peavey Grain Co. has installed a private wire between the Merchants Exchange and the Minneapolis Chamber of Commerce.

Vandalia, Mo.—R. W. Kendrick has bot an interest in the grain and stock business of Coontz & Hein. Mr. Hein will continue in the stock business.

St. Louis, Mo.—J. Allen Smith, of Knoxville, has been negotiating for the purchase of the Central B Eltr., owned by the United Grain & Eltr. Co.

St. Louis, Mo.—Thos. Bennett & Co., of Chicago, have installed a private wire for the execution of orders in future delivery. E. W. Lansing is manager.

Hughesville, Mo.—E. Hasenwinkle has taken possession of his eltr., the buyers, Gilbert & Bain, not having met their full obligations. He is operating the house.

Kansas City, Mo.—The railroad companies were given a hearing recently by the state railroad commission on a contemplated reduction in switching charges.

Springfield, Mo.—A. J. Potts, a wholesale flour and grain dealer, of Pittsburg, Kan., will erect a 3-story warehouse. The building will cost \$18,000, and will be 85x170 ft.

Kansas City, Mo.—The Nelson Grain Co. recently shipped a trainload of 25 cars of corn chop to Shreveport and Alexandria, La., to fill orders received in three days.

Jasper, Mo.—The Dunwoody Milling Co., of Joplin, has bot two more grain eltrs., one at this place and one at Carytown sta., Jasper P. O. The company now owns 10 eltrs. in this county.

St. Louis, Mo.—The Nedderhut & Babcock Grain Co., incorporated, capital stock \$10,000; incorporators, C. O. Nedderhut, Fred H. Babcock of this place and Augusta N. Delano, of Kirkwood, Mo.

Carthage, Mo.—A lad caught stealing wheat from Morrow & Taaffe's eltr. was released by the court after a lecture. Such leniency is not likely to protect grain dealers nor lead a youth from the paths of wickedness.

Watson, Mo.—I have bot the interest

of F. J. Bayless in the eltr. of Bayless & Bayless. F. J. Bayless will retire from the grain business on account of sickness. I am repairing the eltr., have installed a gasoline engine, Fairbanks-Morse 20-h. p.; built a new engine room and am going to lengthen the driveway, so as to make room for two more dumps. My competitor in the grain business is F. McBride & Co.—O. H. Bayless.

St. Louis, Mo.—Members of the Merchants Exchange are to vote on the revised rules governing purchases and sales of feedstuffs as prepared by the rules committee. The new rules provide that on sales made for prompt shipment, the property must be shipped within ten days after day of sale, on sales made for quick shipment within five days after day of sale, and on sales made for immediate shipment within three days after day of sale. An invoice for each shipment must be en route to buyer within 24 hours after car has been loaded, and in no case, later than 24 hours after maturity of contract. A B/L whose date shall be final evidence of shipment, must be en route to buyer within 48 hours after car has been loaded, and in no case later than 48 hours after maturity of contract, except that a reseller shall be entitled to one business day after receipt of invoice and bill of lading, for forwarding to his buyer. When the seller finds that he will not be able to complete a contract within the agreed limit, it shall be his duty so to advise the buyer by mail, telephone or telegraf, whereupon it shall be the duty of the buyer at once to elect either to buy-in or to cancel the deficit, or with seller's consent, the buyer may extend the contract to cover said deficit. In case feed is sold for immediate or quick shipment, the buyer shall furnish billing instructions to be in seller's hands on day of sale, unless said instructions were embodied in the original articles of trade. On sales for prompt or deferred shipments, billing instructions must be in seller's hands within three business days from day of sale. Should the buyer, after the expiration of the allotted three days, fail to furnish shipping instructions on demand, the seller shall have the right to elect either to ship the feed to the postoffice address of the buyer, or to cancel the contract outright; 24 hours' notice having been given by the seller of his intention and election. Forty thousand pounds shall constitute a car load of sacked feed, and 30,000 pounds a car load of bulk feed, unless otherwise specified at time of contract.

MONTANA.

Lewiston, Mont.—The Fergus County Eltr. Co. will start the erection of a 50,000-bu. eltr.

NEBRASKA.

Rescue, Neb.—The Rescue Grain Co. has succeeded the Lincoln Grain Co.

Beatrice, Neb.—W. N. Spellman has bot the eltr. of the Central Granaries Co.

Wahoo, Neb.—I have sold my eltr. to H. C. Jeffers of Shenandoah, Ia.—H. L. Aden.

Loretto, Neb.—The Torpin Grain Co. has bot an improved Hall Signaling Distributor.

Enders Sta., Chase P. O., Neb.—Geo. W. Brown is building an eltr. and has bot the machinery.

Wausa, Neb.—The Farmers Eltr. Co.

has bot a McLeod Automatic Scale, of the American Supply Co.

Omaha, Neb.—C. G. Hudnall, mgr. here for Ware & Leland, has applied for membership in the Grain Exchange.

Madison, Neb.—Jenkins Bros. are building an eltr. at this place, and have bot the machinery of the American Supply Co.

Tamora, Neb.—M. E. Robertson will take charge of the eltr. of the T. B. Hord Grain Co. The company will enlarge its eltr.

Omaha, Neb.—Both the old and the new malt houses of the Gate City Malt Co. will be operated this season, beginning in September.

Herman, Neb.—It is reported that the proprietors of one of the eltrs. has been paying 7 cents per bu. more than his two competitors for wheat.

Boone, Neb.—The Trans-Mississippi Grain Co. of Omaha is building an eltr. The machinery will be furnished by Skilin & Richards Mfg. Co.

Valparaiso, Neb.—The Valparaiso Grain & Lumber Co. has bot the eltr. of Jul. Petermichal. The company has installed P. Townsend as mgr.

Benedict, Neb.—A bin in the Farmers Grain Ass'n eltr. gave way and let out 1,800 or over 2,000 bus. of wheat over the street. The eltr. was being enlarged.

Albion, Neb.—Fire broke out in the engine room of the Nye, Schneider, Fowler & Co. eltr. Aug. 6. Prompt action by the fire department prevented serious loss.

Wausa, Neb.—The Holmqvist Grain & Lumber Co. of Oakland will improve its eltr. at this place. A cement block engine room and a large oat house will be built.

David City, Neb.—The Imperial Milling Co. is building an eltr. with a capacity of 20,000 bus. The eltr. is being built near the mill and will be finished in 6 weeks.

Omaha, Neb.—Some of the grain brokers have been asked to advance the rate of pay of telegraf operators from \$25 to \$30 per week, but no general agreement has been signed.

Tobias, Neb.—George Wild, of De Witt has bot the eltr. of W. H. Taylor. Mr. Taylor has been in the grain business for 23 years. F. J. Uldrich also has sold his eltr. to De Witt men.

Omaha, Neb.—Creditors of S. A. McWhorter are said to have agreed to a settlement for 40 per cent of claims, and McWhorter contemplates engaging in the cash grain business at Kansas City.

Crofton, Neb.—Saunders & Weststrand of Bloomfield have bot the eltr. of Kracht & Briggs at this place for \$12,000. The eltr. has been closed for 3 months since the death of the owner, Charles R. Kracht.

Houston, Neb.—I have succeeded E. H. Robinson as agent for the Updike Grain Co. Mr. Robinson will go into the banking business at Hazard, where he has been chosen as cashier.—C. A. Tindall, agt. Updike Grain Co.

Omaha, Neb.—J. H. Hamilton expects to build a large terminal eltr. either in Omaha or Council Bluffs within the next year. He has made arrangements with the Independent Eltr. Co. to carry his grain for this season.

Lincoln, Neb.—The railroad commission gave a hearing Aug. 23 to the complaint

by the Omaha Grain Exchange that the Great Northern refuses to furnish equipment for the handling of grain to Omaha from the O'Neill branch.

Wood River, Neb.—Emil Thelan has accepted a position with the Hord Grain Co. at Humphrey, Neb., his home town. Mr. Thelan has been connected for a number of years at this place with the Conrad Grain and Eltr. Co.

Dorchester, Neb.—Henry Wickencamp has succeeded M. J. Wagey as mgr. of this eltr. Mr. Wagey will manage the terminal eltr. of the Nebraska Hay & Grain Co. at Bluffs, Ia.—Dorchester Farmers Co-operative Grain & Live Stock Co.

Axtell, Neb.—My eltr. at this place was burned on the morning of Aug. 5, catching fire from the lumber yard across the street. The contract has been let for rebuilding. The contents was insured. There was some loss on the house.—C. B. Seldomridge, Holdrege, Neb.

Beatrice, Neb.—Creditors of the Midland Grain & Stock Co. alleged bucket-shop, which was sold to the Christie Grain & Stock Co., have brot suit for attachments to restrain the First National Bank from paying moneys belonging to the company until their claims are satisfied.

Omaha, Neb.—The Updike Grain Co. has brot suit against the C. & N.-W. Ry. Co. to recover \$1,424 for refusal to deliver a shipment of corn to the Great Western at Council Bluffs. The corn was shipped from Odeboldt, Ia., destined to the company's eltr. at South Omaha, which is not on the tracks of the Northwestern.

Oxford, Neb.—The Wilsey Grain Co. that recently succeeded H. O. Barber & Sons in the grain business will soon be incorporated. The incorporators and officers are B. A. Wilsey, pres.; and L. O. Wilsey, secy. The latter is now secy. of the Foster Grain Co. and the business of the new company will be handled in its office. The company is operating the eltr. at this place.

Omaha, Neb.—A section of the walls of Merriam & Holmquist's eltr. A collapsed Aug. 12, at 2:45 o'clock p. m. A corner of the building, from the ground to a height of two stories and extending back about 20 ft. on each side, went down with an explosive noise. In that section of the eltr. 4,000 bus. of grain was stored, and it may be the strain broke down the walls. The company estimates the loss at no more than the cost of repairing the building.

Leshara, Neb.—I have read the Grain Dealers Journal almost continuously for several years, but never in my name before. I have just completed a deal whereby, under the firm name of J. M. Rutt & Co. I become the successor of the Foster-Williams Grain Co., and this is my first experience as the owner of a grain business. I have worked several years as manager for line concerns. Threshing is in full blast, but nearly everything is being binned.—J. M. Rutt.

Lincoln, Neb.—The state railroad commission has agreed upon a reduction in grain rates and will give the railroads a hearing in opposition Sept. 9 to 17. Rates on corn are cut about 10 per cent and the rates on wheat 13 per cent. A separate distance tariff has been compiled to apply on grain that moves in any direction

and to any points in the state except Omaha and Nebraska City. The distance tariff will benefit Nebraska millers at the expense of Minneapolis; and help the feeder in competition with the country grain shipper. The reduction is in addition to the cut made by the Aldrich bill passed by the last legislature.

Omaha, Neb.—The Cavers Eltr. Co. will succeed the Cavers-Von Dorn Eltr. Co., Sept. 1, with J. A. Cavers as pres. and C. D. Sturtevant, secy and treas. J. E. Von Dorn, pres. of the retiring company, has relinquished his interest in the business and will devote his entire attention to his brokerage business. J. A. Cavers, secy and treas. of the old company, will be pres. of the new. C. D. Sturtevant, formerly Omaha representative of the J. C. Shaffer & Co., Chicago, will be secy and treas. The promoters of the new company have spent most of their lives in the grain business and are thoroly acquainted with the central western grain trade. They will transact a general receiving and shipping business, and will operate transfer houses at Council Bluffs, Underwood and Neola, Iowa. The Council Bluffs eltr. on the Rock Island will be enlarged to twice its present size, making a total storage capacity of 100,000 bus.

NEW ENGLAND.

Everett, Mass.—The grain sheds of J. A. Small were burned Aug. 1. Sparks from a locomotive were the cause. Loss, \$4,000; insured.

Winooski Sta., Burlington, P. O., Vt.—Ernest Best has accepted a position with L. H. Pendleton to conduct the Winooski Grain & Feed store, that is being constructed.

Springfield, Mass.—James M. Van Deusen has started in business on his own account, and will conduct a wholesale flour and grain trade. He was formerly with the Springfield Flour & Grain Co.

Boston, Mass.—The Grain Dealers Mutual Fire Insurance Co. is now doing business, the necessary number of risks having been written last month. Directors were elected July 27 and the officers of the company are Dean K. Webster, of Lawrence, Mass., pres.; Milton L. Cushing, of Fitchburg, vice pres.; V. M. Bourneuf, of Haverhill, treas.; and A. Shirley Ladd, of Boston, secy.

NEW JERSEY.

Orange, N. J.—Kraus Mor's eltr. was burned Aug. 14.

Newark, N. J.—Trade is very dull on account of the high prices, and everyone seems to be economizing. It is very hard on the liverymen. We will have to enlarge our field of operation to do much this year.—F. A. Champlin & Co.

NEW YORK.

Buffalo, N. Y.—A special agent of the U. S. Dept. of Commerce and Labor is here investigating the lake and canal traffic.

Buffalo, N. Y.—The Washburn-Crosby Co., millers of Minneapolis, which has a lease of the Fontier Eltr., is buying up the stock of that house.

Castile, N. Y.—The Castile Chilled Plow Co. has bot the warehouse of Lyman S. Colleman for \$5,000. It is occupied by Reed Bros., produce buyers, and

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GRAIN DEALERS JOURNAL
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is equipped with machinery for handling grain and picking beans. Reed Bros. will remain this fall and winter.

Buffalo, N. Y.—Additional storage for 300,000 bus. is being constructed for the Husted Mill & Eltr. Co. by the Macdonald Engineering Co. It will be made up of 18 circular concrete tanks and 10 interstices. A corrugated steel train shed will be extended over the unloading tracks. The old cleaning eltr. is being thoroly overhauled and remodeled, and the power and cleaning equipment is being increased.

Syracuse, N. Y.—At the annual meeting of the New York Hay Dealers Ass'n, held at the Yates hotel Aug. 13, the following officers were elected: Pres., B. A. Dean, Auburn; vice pres., L. S. Strong, Lafargeville; sec., C. A. Coleman, Savannah; treas., E. H. Dudley, Bath; directors, F. B. Keeney, Allegany Co.; John E. Murray, New York; J. C. Watson, Yates; Grant Cole, Tompkins. Secy. Coleman reported 150 members in the new Ass'n.

Buffalo, N. Y.—"I, J. H. Rodebaugh, have issued warehouse receipts for more grain than was in store in the elevator. J. H. Rodebaugh," is a written statement handed to the authorities by David Hyman, a friend of Chas. A. Chase, who was suspected of having shot and killed Rodebaugh, in explanation of the latter's suicide on Aug. 9. One bank has charged off to profit and loss \$10,000 secured by warehouse receipts of the Niagara Eltr., which have been found to be worthless. Mr. Chase, his partner, who was formerly proprietor of the Chase Mills at Rochester, has been released by the police. Mr. Chase stated that after a discussion about bills to be paid Rodebaugh stepped into a closet, shot himself and rushed out into the hall, where he fell on the floor, dead. The plant they operated is the same managed by E. T. Washburn, who shot his wife and daughter and then himself, in 1904. After severing his partnership with J. H. Heinold, Rodebaugh bot a controlling interest in the plant he was operating at the time of his death. Heinold was crushed in an accident to a Chamber of Commerce passenger lift. It is said that Geo. H. Gisel will continue the business.

BUFFALO LETTER.

The fluctuation of the wheat market makes it still harder to sell wheat here than it was when some sort of a price could be depended upon.

Everybody still complains of poor cars for handling grain and flour. As in case of accidents the roads seem to be more ready to pay for shortages than to repair their cars.

Eltr. building of all classes is going on in the city. The extension of the eltr. of the Riverside Malting Co. at lower Black Rock is well under way, and the 400,000 addition to the Husted Company's mill and transfer eltr at East Buffalo is going up rapidly.

The eltr. pool is keeping its former average of about one-third of the grain handled, altho the free handling of canal grain has been given over to the independent houses. The amount elevated by all for the season is now 60,000,000 bus., a gain of 4,000,000 bus. over last season.

Charles Kennedy has returned from a trip to Kansas City, where he went to pick up some choice Kansas hard wheat for a local mill. Kansas wheat is in very

much more favor with eastern millers than it used to be and so long as it is so much cheaper than spring wheat it will be used liberally, since the millers are now educated up to the handling of it so that it does not cheapen their established brands.—J. C.

NORTH DAKOTA.

Leal, N. D.—John Christ will erect an eltr.

Max, N. D.—I. L. Berge of Velva will erect an eltr.

Bantry, N. D.—A. N. Cook will build an eltr. soon.

Barlow, N. D.—C. B. Linderman is building an eltr.

Deapolis, N. D.—The Deapolis Eltr. Co. will build an eltr.

Havana, N. D.—The Cargill Eltr. Co. is rebuilding its eltr.

Eldridge, N. D.—The Star Eltr. Co. will erect a 60,000-bu. eltr.

Cleveland, N. D.—C. L. Collins of Minneapolis will build an eltr.

Judson, N. D.—Lerschen & Boerboom have started the erection of their eltr.

Heaton, N. D.—The Heaton Lumber Co. has started the erection of its eltr.

Deering, N. D.—The Imperial Lumber Co. has bot the eltr. of Gozze & Calkins.

Mandan, N. D.—The Lyon Eltr. Co. has increased its capital from \$50,000 to \$250,000.

Hoople, N. D.—J. D. Stafford will take charge of the eltr. of the St. Anthony & Dakota Eltr. Co.

Crystal, N. D.—J. D. Stafford will take charge of the eltr. of the St. Anthony & Dakota Eltr. Co.

Mooreton, N. D.—The Crown Eltr. Co. closed its eltr. Aug. 5 for a month. The eltr. will be repaired.

Goodrich, N. D.—Andrews & Gage will erect an addition to their eltr. to be finished for the fall crop.

Easby, N. D.—Herman Baker of Kasson, Minn., is the new mgr. of the eltr. of the National Eltr. Co.

Rogers, N. D.—Dan Mahoney of Graceville, Minn., will take charge of the eltr. of the Northwestern Eltr. Co.

Bantry, N. D.—The eltr. of the R. A. Fox Eltr. Co., which was destroyed by lightning July 7, will be rebuilt.

Buttzville, N. D.—The Acme Grain Co. has let the contract to C. E. Bird & Co. for the erection of a 40,000-bu. eltr.

Lehr, N. D.—The Ashley Land Co. is erecting an eltr. with a capacity of 35,000 bus. The farmers are building an eltr.

Niles, N. D.—Thos. Wardrobe has bot the eltr. of McCabe Bros. and will operate it. He has engaged Ralph Parsons as buyer.

Lakota, N. D.—The eltr. of the National Eltr. Co. will be torn down to remove to another site where the company will rebuild.

Courtenay, N. D.—M. B. Lytle of Drake, the Minnekota Co., and Will Jones will each erect an eltr. here, giving Courtenay 8 eltrs.

Brocket, N. D.—The Brocket Farmers Eltr. Co., incorporated, capital stock \$15,000; incorporators, S. H. Lonbakken and Roy Cunningham.

Washburn, N. D.—The Farmers Eltr. Co., incorporated, capital stock \$20,000;

incorporators, Hans Hulteberge, Walter Gustafson and O. B. Wing.

Kenmare, N. D.—The Farmers Eltr. Co., of Norma, incorporated, capital stock \$25,000; Anton Nelson, Christian P. Lund and S. Peter Nelson, all of this place.

Gladstone, N. D.—The Farmers Eltr. Co., incorporated, capital stock \$7,500; incorporators, Anthony F. Reilly, John P. Jungers, Jacob Rothschiller and others.

Flaxton, N. D.—The Flaxton Farmers Eltr. Co., incorporated, capital stock \$50,000; incorporators, L. N. Botton, C. C. Sorenson, Eugene Murdick and others.

Lignite Sta., Ward P. O., N. D.—The Lignite Farmers Eltr. Co., incorporated, capital stock \$20,000; incorporators, C. A. Peterson, Engebret Kostad and E. H. Grina.

Lone Tree, N. D.—The Lone Tree Farmers Eltr. Co., incorporated, capital stock \$50,000; incorporators, E. C. Benson, L. A. Mann, John Hennessy and others.

Dickey, N. D.—The Farmers Eltr. at this place has been completed. The Powers Eltr. Co. is building a new concrete foundation under its eltr.—Agt. Powers Eltr. Co.

Woods, N. D.—The Woods Farmers Eltr. Co., incorporated, capital stock \$25,000; incorporators, Richard G. Piper, of Leonard; John G. Plath, Albert Piper and others.

Steele, N. D.—I am buying grain for the Powers Eltr. Co. There is one other eltr. here operated by the Great Western Eltr. Co., for which H. T. Roberts is agent.—H. O. Wise.

Forest River, N. D.—The Northland Eltr. Co.'s new eltr. is pretty well under way, and the agent, Mr. Good, has moved here and will take charge as soon as the eltr. is completed.

Minot, N. D.—Judge Goss has granted an order restraining the McCarthy Bros. Co. from foreclosing a mortgage upon the eltrs. of the McLean Farmers Eltr. Co., involving \$13,000.

Rugby, N. D.—The Farmers Equity Eltr. Co., incorporated, capital stock \$50,000; incorporators, Wilson Jennings, T. F. Bergman, L. T. Berdahl and others. The company has bot the eltr. of the St. Anthony & Dakota Eltr. Co.

Donnybrook, N. D.—Mr. Bray has not been connected with our firm for a year and a half. We are rebuilding our eltr. at this station to 14,000 bus. capacity and will erect a coal shed to hold 200 tons. We will also handle wood, ground feed and mill feeds. At Carpio we will handle grain. At the beginning of the coming year Mr. J. Baumgartner will retire and the business will be continued by the present active member, C. M. Stinchcomb.—Stinchcomb Eltr. Co.

OHIO.

Toledo, O.—It is rumored that Guy G. Major is about to form a new linseed oil company.

Eaton, O.—The grain warehouse of John Glick was burned Aug. 13. Loss, \$9,000; insurance, \$4,800.

Cincinnati, O.—The Interstate Grain Co. has increased its capital stock from \$25,000 to \$50,000.

Toledo, O.—As the result of the telegrafs strike business on the Produce Exchange came to a standstill Aug. 13. It was impossible to communicate

with country customers. Traders managed to get the Chicago grain quotations over the private wire of Finley Barrel & Co.

Reedsburg, O.—W. W. Kaufman of Reedsburg contemplates launching into the grain business.—J. W. Horn, Plimpton.

Cleveland, O.—The new offices of the Union Eltr. Co., which have been fitted up at an expense of \$2,000, are now occupied.

Bowling Green, O.—The Royce & Coon Grain Co. has discarded steam power in its mill, and has installed a 35-h. p. power gas engine.

Columbus, O.—Will Cook, of McCord & Kelley, who has been ill with typhoid fever, has recovered sufficiently to leave for Warm Sulphur Springs, Va.

Read the rules of the Ohio Shippers Ass'n for the collection of claims by its buro, published elsewhere in this number of the Grain Dealers Journal.

Toledo, O.—Burton Ames has been appointed superintendent of the Toledo Salvage Co. as the successor of D. B. Noyes, who has removed to Bowling Green.

Cleveland, O.—The health department is again prosecuting the grain drying establishment. The bad odors emanating from the plant are alleged to be a nuisance.

Corwin, O.—F. F. Bennecke and William Bennecke, of Napoleon, have bot the eltr. at this place of O. W. Bishop. Mr. Bishop and family expect to leave this place.

Bowling Green, O.—Rolla J. Wendt has resigned his position with the Royce & Coon Grain Co. to go with the new Toledo Grain & Commission Co. at Toledo, O.

Craigton (no P. O.), O.—We have just completed an up-to-date eltr. at Craigton on the Ashland & Western R. R., and have been taking in wheat.—McKee Bros., R. F. D. No. 3, Shreve, O.

Toledo, O.—C. W. Barnes, who recently resigned the position of secy. of the Royce & Coon Grain Co. at Bowling Green, O., has established the Toledo Grain & Commission Co., with offices in the Produce Exchange.

Mechanicsburg, O.—Thomas & Bowers, scoopers at this point and Irwin, are defendants in a suit brot by a farmer to compel the payment of a contract price for wheat. The defendants are said to have refused to fulfill their contract on account of the market price falling off.

Lewiston, O.—I have formed an equal partnership with Chas. H. Black and bot the eltr. from A. C. House & Son and will carry on the business as formerly under the name of Johnston & Black. I was formerly a member of the firm of H. W. Johnston & Co. of Huntsville, and prior to that was mgr. of the Carroll Eltr. Co., of Decatur, Ind. This eltr. will be run under my management. I firmly believe the Grain Dealers Journal is a help to any eltr. man that wishes to be up-to-date and try to keep somewhere even with the times.—J. C. Johnston.

Mechanicsburg, O.—A. L. Thomas, formerly manager for S. A. Muff, who owned and operated an eltr. here 2 or 3 years ago, has joined B. E. Bowers in scooping grain at this place and Irwin, O., very much to the disturbance of the regular dealers in that territory. In order to get standing with receivers in the

central markets they are believed to have secured the backing of a member of the State and National Ass'n. Without a guarantee of their transactions by a regular dealer at another station the scoopers would find great difficulty in selling shipments. By handling all their stuff thru his office and having all account sales sent to their friend he will be enabled to protect himself from the loss usually accompanying scoop shovel methods, however the farmers may fare. While such an arrangement may not amount to a full partnership no one is so credulous as to believe their friend is guaranteeing them with receivers without deriving substantial benefit for himself. It is that their friend cannot long continue to aid the scoopers without seriously compromising his own standing as a regular dealer. Receivers will no doubt scrutinize closely shipments from Mechanicsburg and Irwin for which they may be requested to send account sales to a regular dealer in another county.

Columbus, O.—The Ohio Shippers Ass'n has issued a circular advising shippers that the new car service rules of the Ohio Railroad Commission effective Aug. 1 apply to interstate as well as intrastate business. Shippers are advised to refuse contracts for the average plan bearing a rubber stamp notation "This agreement applies to intrastate traffic only," and to communicate with the ass'n for suggestions. Each violation of the rules makes the railroad company liable to a heavy penalty, and it is the duty of every receiver and shipper of freight to make a prompt and complete report of any violation of the car service rules to the Ass'n, to aid the Ohio Shippers Ass'n in enforcing the law. It is suggested that shippers give their business to those roads which are obeying the law. They are the Ann Arbor R. R., Cincinnati & Muskingum Valley Ry., Cleveland, Akron & Columbus Ry., Cincinnati, Lebanon & Northern Ry.; Detroit, Toledo & Ironton Ry.; Hocking Valley Ry.; Kanawha & Michigan Ry.; Marietta, Columbus & Cleveland R. R.; Manufacturers Ry. of Toledo; Pittsburgh, Cincinnati, Chicago & St. Louis R. R.; New York, Chicago & St. Louis R. R.; Pere Marquette; Pennsylvania, Toledo & Ohio Central; Toledo Railway & Terminal; Zanesville & Western; Akron & Barberton Belt; Detroit & Toledo Shore Line; Toledo, St. Louis & Western; Toledo & Western (traction). The roads which have defied the commission, and have apparently no intention of obeying the order on interstate business, are: Baltimore & Ohio; B. & O. Southwestern; C. C. & St. L.; C. H. & D.; Cincinnati Northern; Cincinnati, New Orleans & Texas Pac.; Erie; Lake Shore & Michigan Southern; Lake Erie & Western; Lake Erie, Alliance & Wheeling; Louisville & Nashville; Michigan Central; Norfolk & Western; Ohio & Little Kanawha; Pittsburgh & Lake Erie; Wheeling & Lake Erie; Wabash; Youngstown & Ohio River; Peoria & Eastern; Dayton & Union; Pittsburgh, Lisbon & Western.

OHIO LETTER.

Loudonville, O.—H. H. Troxell & Co. have succeeded E. F. Shelly.

McClure, O.—The McClure Eltr. Co. is operating the C. C. Kerr eltr.

Columbus Grove, O.—Turner Bros. have sold their eltr. formerly known as the Grove Mills to Francis X. Annesser

MacBride Coal & Coke Co.

Producers and Shippers
GENUINE POCOHONTAS and NEW RIVER
SMOKELESS COAL
Also Pennsylvania, West Virginia, Ohio, Indiana and
Illinois Coal, Foundry, Furnace, Crushed
and Gas House Coke.

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Thousands of dollars were saved last season by grain dealers who used the Kennedy car-liner. This liner costing less than two bushels of wheat, absolutely prevents leakage of grain in transit. It covers the crevices you cannot see when cooping the car. The price is \$1.30 for a complete liner, and can be installed in four to five minutes. Send in your order to-day in time for your shipments of wheat.

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The original and only successful and reliable machine on the market. The very best money can buy.

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More of these machines sold than all other warehouse elevators combined. This proves their worth. Time and Labor Savers.

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OFFICERS: DAVID R. FORGAN, President;

ALFRED L. BAKER, Vice President; H. E. OTTE

Cashier; L. H. GRIMME, Assistant Cashier; F. A.

CRANDALL, Assistant Cashier.

of Ottawa, who has converted it into a flour mill.

Burbank, O.—The Burbank Eltr. Co., H. E. Fouche, prop., is rebuilding its eltr.

Jamestown, O.—John Jenks has sold his eltr. to Ralph P. George, the transfer to be made Aug. 26.

Burgoon, O.—The Sneath-Cunningham Co. has built an addition to its eltr. and doubled the capacity.

Haviland, O.—The Raymond P. Lipe Co. of Toledo has built a small eltr. on the Cincinnati Northern Ry.

Edison, O.—Blair & Howard's eltr. was completed July 1. It is up-to-date and has a capacity of 20,000 bus.

Huntsville, O.—The recent report that J. C. Miller & Co. had sold their eltr. here and at Richland is an error.

La Rue, O.—A. M. Burke is again in evidence and is reported to be contracting with farmers for oats to be loaded in cars.

New Madison, O.—Flag Bros. have bot the eltr. of Owens Bros. for \$8,500, and have been operating the house since Aug. 1.

New Washington, O.—Both eltrs. here are owned by Gottfried & Spilette and controlled by the Sneath-Cunningham Co. of Tiffin.

Broughton, O.—John Wickenhiser & Co. have sold $\frac{1}{3}$ interest in their eltrs. at this place, Goodwin and Melrose to Axel and Catherine White.

Raymond, O.—H. O. Barnthouse has bot the eltrs. at Peoria and Pottersburg on the Erie Ry. He has operated them under lease for the last year.

Blanchester, O.—The Dewey Bros. Co. has installed a 16-h. p. gasoline engine and elevating machinery in their new brick warehouse and office building.

Celina, O.—Lawrence Schunck has completed improvements on his eltr. and machinery. The building is 30 ft. higher, with a double pitched roof. The capacity of bins is almost double.

Pemberton, O.—John Harbor, a farmer, contemplates building an eltr. on his farm $\frac{1}{2}$ a mile from the railroad. Simmons & Cook and L. G. Shanley & Co. are the regular dealers at this place. Both have large eltrs.

Payne, O.—Brady Bros. have built an eltr. here at the cost of \$8,000. Other parties have been interested and the firm name has been changed to the Brady Grain Co. They also operate at Batson and McGill.

Morral, O.—The Morral Lumber & Eltr. Co. is using both eltrs. at this place in handling the oats crop. The Barnthouse Grain & Seed Co.'s eltr. has been bot from H. Delong, receiver, but the court will not give a deed until Oct.

Rossburg, O.—O. J. N. Ross has bot the interest of R. K. Beam & Son in the eltr. here and has built a cribbed addition with 10,000 bus. capacity, and an ear corn crib of 8,000 bus. capacity. All new machinery has been installed.

Rocky Ridge, O.—The Ottawa Co-operative Co. has completed the remodeling of its eltr. that it bot last spring. It is equipped with a 35-h. p. gasoline engine made by the St. Marys Machine Co. It has a capacity of 40,000 bus.

Groveport, O.—Baum & Herr have built a small gasoline engine power eltr. with which they will handle the present wheat and oats crop, while they are re-

building their large eltr. The latter is being razed and will be completed by Sept. 1.—O.

OKLAHOMA

Oklahoma City, Okla.—The transfer eltr. of the Capital Grain & Eltr. Co. has begun operation.

Granite, Okla.—M. H. Hudson has succeeded to the grain and coal business of Perkins & Hudson.

Manitou, Okla.—Anderson Mathis, of Cordell, has added an eltr. here to his line. He owns plants at Eagle City and Fay.

Alva, Okla.—P. C. Emberson is building an eltr. and has engaged J. E. White as buyer. Mr. White has been with Crowell Bros. for 8 years.

O'Keene, Okla.—The O'Keene Roller Mills, incorporated, capital stock, \$25,000; incorporators, Edward Broom, Henry Buckingham and C. D. Boardman.

Eddy, Okla.—The Eddy Eltr. & Supply Co., incorporated, capital stock \$10,000; incorporators, R. L. Dobbs, Wm. Flood, W. W. Ballinger and C. A. Dutton.

Hardy, Okla.—The Midland Mill & Eltr. Co., of Muskogee, I. T., has let the contract to the Skillin & Richards Mfg. Co. for the machinery for its new eltr. being erected.

Enid, Okla.—The grain dealers have removed from the Garfield to the new Stephenson bldg., where they occupy the fifth floor. Randels & Grubb were the first to move, followed by J. R. Bailey, Wirt & Lyons and J. E. Walters.

Pond Creek, Okla.—The eltr. of the Pond Creek Grain & Live Stock Co. (farmers) burned Aug. 17. Loss, \$6,500; insurance, \$4,500. I have enlarged my eltr. and feed mill, and made it a first-class corn mill, with a capacity of 80,000 lbs. of corn chop per day.—H. E. Kelly.

Pond Creek, Okla.—Andrew O. Crist is advertising to the farmers his facilities for cleaning their seed wheat. He has arranged a combination seed cleaner and grader so that the grain dumped is run back into the wagon. Mr. Crist's enterprise should reward both him and the growers, when the next crop is harvested.

Binger, Okla.—The new 25,000-bu. eltr. for the Binger Gin & Grain Co. has been completed by J. A. Horn and is now in operation. The equipment includes 20-h. p. Fairbanks-Morse Gasoline Engine, Weller Man Lift, Constant Patent Chain Feeder, 500-bu. Fairbanks Hopper Scale with type-registering beam, and a sacking elevator, besides the equipment noted in the plans on page 182 of the Journal for Aug. 10.

OREGON

Portland, Ore.—P. B. Gifford has retired from the firm of Kerr, Gifford & Co.

Heppner, Ore.—The Morrow Warehouse Milling Co. has started the erection of a large building near the flour mill to be used to store wheat to supply the mill. The building is 40x80 ft.

Weston, Ore.—E. E. Bashford, of Roseburg, has taken over the flouring mill of the Weston Milling Co. The company will build a warehouse at the end of the mill and make other improvements.

PENNSYLVANIA

Philadelphia, Pa.—The grain cleaning establishment of J. M. H. Walters was

burned Aug. 7. The fire started in the rear of the building. Loss \$50,000; fully insured.

Pittsburg, Pa.—A change in the location of the inspection yards has been obtained by the railroad committee of the Grain & Flour Exchange after a conference with the officials of the Wabash Railroad Co. The inspection which was formerly made at Rock Station will be made at East Carson street, Pittsburg, which is all that could be desired as an inspection yard; but as reconsigning privileges on this road are not good, shipments of grain or hay for Wabash delivery at Pittsburg are not advised, when it is at all possible to have cars routed for other delivery, as on account of lack of outlet full price cannot be realized.

PHILADELPHIA LETTER.

The grain brokers' operators have been promised some extra "encouragement" to make sure that they will stick to the wires and the click of the keys at the Commercial Exchange as well as the Bourse goes on the same as ever.

Pres. King of the Commercial Exchange has decided to appoint a representative delegation of the grain interests here to attend the eleventh annual convention of the Grain Dealers National Ass'n which is to be held at Cincinnati, O., on Oct. 2 and 3.

Charley Hannan, the promoter of the one-time famous Easton Export Milling Company, is now engaged in business in New Orleans. After leaving the Bourse and Commercial Exchange for a time he had charge of a Norfolk, Va., grain establishment.

The full equipment of testing machinery for the moisture in all grains has arrived here in numerous boxes of various sizes, marked "glass, handle with care." It will soon be unpacked and the apparatus put in good running order and as the Commercial Exchange contracted and paid for it complete, Secretary Logan says they propose operating it in the grain inspection department without any U. S. government control or interference.—S. R. E.

SOUTH DAKOTA.

Yankton, S. D.—Mike King is building an eltr.

Parker, S. D.—C. W. Thompson has enlarged his eltr.

Canton, S. D.—Ex-Mayor C. H. Fitch is building an eltr.

Wessington Springs, S. D.—A farmers eltr. company has been organized.

Frederick, S. D.—Geisler Bros. have bot the eltr. of T. S. Teed & Son.

Andover, S. D.—The eltr. of the Farmers Eltr. Co. will soon be erected.

Herreid, S. D.—H. Herbold will have charge of the eltr. of Jas. G. Brady.

Badger Sta., Davison, P. O., S. D.—John Weidenkopf will erect an eltr.

Booge, S. D.—E. T. Hanson is in charge of the eltr. of the Booge Eltr. Co.

Miller, S. D.—J. E. Morrison will have charge of the eltr. of G. W. Van Dusen & Co.

Salem, S. D.—A. Loe has bot a half interest in the eltr. of Hoese & Lueth of Spencer.

Bruce, S. D.—The Farmers Co-operative Eltr. Co. has installed Edwin Holmes as mgr. of its eltr. for the coming year.

T. A. Thompson, who has had charge of the eltr. for several years, is going to devote his time to his farm.

Orient, S. D.—The Crown Eltr. Co. is having its eltr. remodeled and new coal sheds built.

Flandreau, S. D.—J. Hale will manage the eltr. of the Farmers Co-operative Mercantile Co.

Canastota, S. D.—J. J. Mullaney of Sioux City has bot the eltr. of the Canova Grain Co. at this place.

Fulton, S. D.—The Fulton Farmers Warehouse Co. has completed a new eltr. which will double the handling capacity.

Britton, S. D.—I have rented my eltrs. at this place and Kidder to the Truax-Aitken Grain Co. for 5 years.—J. F. Kelly.

Ree Heights, S. D.—Mr. Lowe, agt. for G. W. Van Dusen & Co. at Miller, will take charge of the eltr. of John C. Rainey.

Saint Onge, S. D.—Business men of this place have formed a company with a capital stock of \$10,000. The company will erect a grain eltr.

Pukwana, S. D.—The Farmers Eltr. Co. has let the contract for its new eltr. to E. H. Cramer and bot the machinery of the American Supply Co.

Wagner, S. D.—The Farmers Co-operative Association, incorporated, capita stock \$25,000. The company has bot the eltr. of J. W. Eggers & Co.

Burbank, S. D.—The eltr. of the A. A. Truax Eltr. Co. was burned Aug. 22. It will be rebuilt at once. Loss, \$5,000; insured... More than 15,000 bus. of grain was burned.

Huron, S. D.—Millers reported having suffered loss on account of the lack of telegraphic information, at the recent meeting of the S. D. and Southwestern Minnesota Millers Ass'n. Many continued buying of farmers at the price ruling before the 3-cent drop.

Spencer, S. D.—The Farmers Eltr. Co. has been organized. The company bot the eltr. of the St. John Grain Co. of Heron Lake, Minn. The following officers were elected: J. L. Justice, pres.; W. H. Wier, vice-pres., and F. A. Gates, secy. and treas. The capital stock is \$10,000.—F. A. Gates, secy of the Farmers Eltr. Co.

Sioux Falls, S. D.—The Harrington-Schneekloth Co. has been formed to do a track buying business, with offices in the Minnehaha block. The company is composed of D. C. and W. V. Harrington of the Harrington Grain Co., Pipestone, Minn., and P. A. Schneekloth. W. V. Harrington has removed from Pipestone to Sioux Falls, while D. C. Harrington remains to manage the line of eltrs. operated by the Harrington Grain Co.

Madison, S. D.—I own and operate the following stations and coal yards: Madison, Oldham, Erwin, Naples, Lily on the Milwaukee Road, and Wallace, Crocker, Brentford and Wekota on the M. & St. L., and Putney on the Great Northern. Mr. D. E. Stoddard owns and operates the eltr. at Willow Lakes on the Great Northern. He sold his business at Wentworth to Smith & Bond, and sold Bryant, Vienna and Elrod to W. I. Thompson, formerly of Larkin & Thompson, of Madison.—E. W. Ketcham.

SOUTHEAST.

Charlestown, W. Va.—Capt. Chas. E. Baylor has leased the Manning eltr. and will deal in grain, hay and coal.

Dothan, Ala.—The Dothan Hay & Grain Co., incorporated, capital stock \$10,000; incorporators, W. T. Harvey, C. C. Harvey and J. S. Tally.

TENNESSEE.

South Pittsburg, Tenn.—The grain warehouse of W. M. Cameron was burned Aug. 9. Loss on grain \$1,000.

Memphis, Tenn.—John Wade & Sons have ordered side tracks in their property in Virginia av. along the I. C. R. R., and will build a warehouse 170 x 225 ft., with grain eltr. of 100,000 bus. capacity.

Memphis, Tenn.—Webb & Maury contemplate replacing the plant burned on the night of Aug. 6, but have not decided on location, their present site being worth \$3 per square foot and almost too valuable for an eltr.

Nashville, Tenn.—J. H. Wilkes & Co. have let the contract to Schuyler, Schuyler & Co. for the erection of a large eltr. The new building will necessitate the removing of a part of the warehouse which will be rebuilt to twice its present capacity. It will have a capacity of 25,000 bus.

TEXAS.

St. Joseph, Tex.—T. J. Rone, grain dealer, is dead.

Van Alstyne, Tex.—The Van Alstyne Eltr. Co. will erect a grain house.

Fort Worth, Tex.—The Mugg & Dryden Co. has increased its capital stock to \$25,000.

Fort Worth, Tex.—Albert G. Rall has bot a site for the erection of an eltr. and warehouse to cost \$150,000.

Fort Worth, Tex.—The Walker Grain Co. has brot suit against the M. K. & T. Ry. Co. to recover damages.

Port Arthur, Tex.—The Kansas City Southern Railway Co. is installing a new belt conveyor system in its eltr. operated by the Port Arthur Canal & Dock Co. The machinery is being furnished by the Skillin & Richards Mfg. Co.

Hillsboro, Tex.—The flour mill owned by J. W. McCreary of Franklin and leased by the Hillsboro Mill & Eltr. Co., was burned Aug. 1. In the main building there was 400 sacks of flour, 150 of bran, a quantity of corn chops and some wheat. Loss, \$16,000; fully insured.

Beaumont, Tex.—J. S. Gordon & Co. has let the contract to G. T. Spalding for the erection of a large warehouse and feed mill. The building will cost \$7,000. It will be 36 x 160 ft., the mill part 36 x 36 ft. and covering 2½ stories. The bin capacity of the mill will be 15,000 bus. and the warehouse will have a capacity of 20 carloads of grain.

Fort Worth, Tex.—The Fort Worth rate bureau has announced that, effective Sept. 20, interstate shipments of track grain may be reconsigned at Texas points, if reconsignment is made within 48 hours after arrival at destination, it being understood that by track grain is meant grain which reaches destination of bill, without being disturbed, unless a transfer has been made to convenience the carrier.

Howe, Grayson County, Tex.—As the Grain Dealers Journal reaches more deal-

Heating of Grain

In storage tanks or bins is avoided by using

THE ZELENY THERMOMETER SYSTEM

Descriptive circular sent on application

Multiplex Electric Thermometer Co.

Minneapolis, Minn.

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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Some of the satisfied users of the

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Grain Driers and Conditioners

Rialto Elevator Co., 2 driers, Milwaukee, Wis.
Milwaukee Elevator Co., 2 driers " "
National Distilling Co., " "
G. S. Connard & Co., " Elwin, Ill.
Washer Grain Co., " Atchison, Kan.
Tabasco Plantation Co., Santa Lucrécia, Mex.
Nye Schneider Fowler Co., " Omaha, Neb.
" " " " Fremont, Neb.
Sheffield Milling Co., " Minneapolis, Minn.
McGuire & Atwood, " Superior, Wis.
Itasca Elevator Co., " "
Plymouth Milling Co., " Le Mars, Iowa
Chas. R. Lull, " Milwaukee, Wis.
Meyers & Co., " Hamburg, Germany

Write any or all of above users for their verdict. I am willing to abide by what they will tell you.

F. R. MORRIS, Milwaukee, Wis.

SAY

Isn't it worth ½ cent per car to know that your shipments cannot be tampered with during transit without detection? We can furnish you with the Tyden Car Seal, bearing your name and consecutively numbered for \$3.50 per 1,000 that will give you absolute protection.

You insure your grain against fire, why not protect it against theft. Sample free. Send now.

INTERNATIONAL

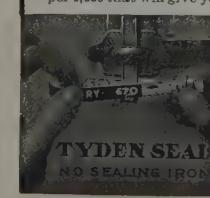
SEAL & LOCK CO.

CHAS. J. WEBB

General Sales Agent

617 Railway Exchange

Bldg., Chicago



ers in this state than any other journal, we would like to ask through your columns whether any shipper in Texas has during the last year been forced to pay any penalties for failing to load or unload cars, in time prescribed by law, when cars were obtained on statutory demands. Also whether or not any dealer in Texas has collected any penalties from the railroads when they failed to furnish cars in time prescribed by law, when statutory demands were made therefor. Our firm has some claims for penalties and would be glad to correspond with any who are interested in this matter.—Yours truly, The Howe Grain & Mercantile Co., by J. A. Hughes. Mgr.

Texas grain elevator owners who insist upon placing their fire insurance with the stock companies will be called upon for higher premiums. Trezevant & Cochran, Southwestern general agents at Dallas, have issued a circular to agents pointing out the necessity for an advance in rates on elevators and contents, with the exception of terminal elevators. It is pointed out that the class has been uniformly unprofitable for years, and that while rates have been gradually raised in other states, in Texas there has been a steady decline for the past five years, during which period the loss ratio has been: Loss ratio to premiums: 1902, 31 per cent; 1903, 127 per cent; 1904, 204 per cent; 1905, 107 per cent; 1906, 178 per cent. In respect to these figures Messrs. Trezevant & Cochran say: "The record for the past five years has been continued in 1907. Fires at Gainesville, Van Alstyne and Waco within the last sixty days have already cost us more than 200 per cent of what our premium receipts will likely be for the entire year. Elevators and contents in the protected towns have, if anything, been worse than those unprotected; the so-called protection, as a rule, amounts to nothing except to reduce rates."

UTAH.

Salt Lake City, Utah.—The Intermountain Milling Co. will erect a large eltr. to cost \$30,000.

WASHINGTON.

Goldendale, Wash.—The Klickitat Valley Wheat Co., incorporated, capital stock \$5,000; incorporators, John E. Chappell and A. M. MacLeod.

Latah, Wash.—W. R. Messamore is mgr. of the Campbell-Sanford-Henley Co.'s grain warehouse. W. C. Renfro, former mgr., is in charge of the company's house at Farmington.

Dayton, Wash.—The high price of oats in the Mississippi Valley is booming the market for feed barley in the Pacific northwest. Barley has sold at \$1 per 100 lbs. here, an advance of 10 cents.

Garfield, Wash.—Col. William Duling and William Bishop of this place will erect 4 grain warehouses on the inland electric road, between Oakdale and Palouse; one at this place, Crabtree, La Dow and Grinnell. Those at this place and La Dow will be 50 x 100, and at Grinnell and Crabtree 50 x 150.

Seattle, Wash.—The grain trade is at a standstill on account of the telegraphers' strike. A. W. Tidmarsh of the Centennial Mills Co. on Aug. 20 said: "We are neither buying nor selling wheat, for it would be a blind proposition. Fortunately

this trouble comes at a time when there is little activity in the market, altho the time is nearly at hand when we should be in a position to keep close watch on other markets of the world."

Spokane, Wash.—There is good money in the warehouse business at 50 cents a ton if the company does a legitimate warehouse business, and avoids speculation and buying and selling. I am advocating a law to make warehouse companies common carriers, to be controlled as are railroads, and to prevent these companies from buying and selling grain. This is on the same principle as the law which prevents railroads from operating coal mines and buying and selling coal. Such a bill will be presented to the next legislature, and if it becomes a law it will revolutionize the warehouse business of the northwest. It will take the warehousemen out of the market, and farmers who store their grain in them and buyers who buy the grain, will both get a square deal, for there will be no object in stealing or in defrauding either party.—G. W. Ford.

WISCONSIN.

Milwaukee, Wis.—The Froedtert Bros. Grain & Malting Co. has bot a site.

Marinette, Wis.—Frank Rock has completed the eltr. for Weideman & Linden.

Delavan, Wis.—Isaac S. Loomer has bot the grain business and eltr. of N. W. Hoag.

Colfax, Wis.—The Northern Grain Co. will install an improved Hall Signaling Distributor in its eltr.

Mauston, Wis.—Otto Guenther, agent for the H. E. McEachron Co., of Wausau, is under arrest charged with the embezzlement of \$900.

Eau Claire, Wis.—We closed down and sold our Lakeside Eltr. Co., of which we were sole owners, in May of last year.—Southwestern Land Co.

Madison, Wis.—John H. Roemer of Milwaukee has been appointed a member of the state railroad commission, Bernard Goggins having declined the office.

Kaukauna, Wis.—Marshall & Hammel of Appleton have bot the eltr. at this place of A. L. Wirtz. The company will employ a grain buyer to take charge of the business here.

Milwaukee, Wis.—P. P. Donahue, for 10 years in charge of the wheat and flour department for Chas. R. Lull, has engaged in the business on his own account, with offices in the Chamber of Commerce, and will also buy wheat for several Milwaukee and Chicago mills.

Superior, Wis.—At the recent hearing in the federal court at Madison Judge Sanborn expressed himself as being willing to give Wisconsin inspection a trial as requested by the Wisconsin Grain & Warehouse Commission, but before granting the order he wished to hear from Attorney Murphy of the Great Northern.

Milwaukee, Wis.—The Chamber of Commerce has accepted the telegraphers union schedule of \$30 per week. Talks over the phone have been cut down from 5 to 3 minutes by the American Telephone & Telegraph Co. Several brokers complained and were told the wires were too busy to allow extended use by any one patron. A number had their conversations with Chicago cut off.

Milwaukee, Wis.—We are indebted to

W. J. Langson, secy. of the Chamber of Commerce, for a copy of the 49th annual report of the trade and commerce of that city, or the fiscal year ending Apr. 1, 1907. The total receipts of grain during 1906 amounted to 44,591,254 bus., a gain of 6,659,718 bus. over 1905, and the largest movement since 1899. Of the receipts of grain, 19,491,000 bus., went into local manufacturing and consumption, shipments having been 24,669,000 bus., against 20,952,000 in 1905. The fees of the weighing department were \$14,868 for supervision and \$3,397 for team scales, while the expense was \$11,949 for supervision and \$4,361 for team scales. The report contains a list of members, the charter and rules of the Chamber and detailed statistics of the receipts and shipments of each grain and commodity, the grading and market prices.

MILWAUKEE LETTER.

Memberships in the C. of C. are selling at \$220.

The Jos. Schlitz Brewing Co. is making extensive additions to its malt plant.

Thos. Sampson recently connected with Fagg & Taylor has re-engaged with the Milwaukee Eltr. Co.

To improve harbor conditions the C. of C., together with other commercial Assn's, has appointed a committee for that purpose. Action along this line is much needed as the shipping interests have been hampered due to present harbor conditions.

Harry Stratton, one of the local corn buyers, suffered a number of cuts from falling glass caused by an explosion of sewer gas. Since then there has been a falling off in corn sales and sellers are praying for Mr. Stratton's speedy recovery.

Bids "to arrive" are very hard to get at present, and practically nothing has been done in this line. Buyers are willing to take what new grain is coming, but further than this they refuse to go to as no permanent basis for figuring "to arrive" has yet been established. A number of cars have been sold on the market at fancy prices but these prices will undoubtedly be pulled down with heavy arrivals.

Local receivers are kept on the jump now making estimates on samples of new grain which are coming in daily. The quality of the samples to date would indicate a very good quality of malting barley has been harvested thruout Iowa, Minnesota and So. Dakota, and with the quality of Wisconsin barley below that of previous years, it is expected the demand for barley from these states will show quite an increase.

Despite the telegraphers' strike business on "Change is carried on almost as freely as heretofore. Both the W. U. and Postal companies have succeeded in placing one operator on the floor, but the C. & M. line is still out of commission. Messages are being transmitted without much delay and altogether the situation is above par. With the exception of a little demonstration in having an operator removed from the floor, peace reigns on both sides. Officials of the Chamber have acceded to the demands of the union and their efforts are not concentrated towards having service renewed on the C. & M. line.—C.

Sale by Railroad Company for Freight.

J. M. Saulsberry bot a car load of corn at Marion, Ind., on Aug. 19, 1903, and had it shipped to him at Aden, Ky. The railroad company on whose line the shipment originated delivered the corn to the Chesapeake & Ohio railroad at Ashland, 33 miles from Aden, about Sept. 1, but the corn was not moved to Aden until Oct. 2.

In the meantime Saulsberry had made other arrangements for corn and had no use for it at Aden; but agreed to take it if delivered at a junction between Aden and Ashland. The railroad refused to make such delivery and also refused to make any deduction from the freight for the delay in getting the corn to Aden.

The corn lay on the side track until Dec. 20, when the company notified Saulsberry that it would sell the corn for charges. On Jan. 8 the railroad company shipped the corn to Cincinnati, O., and there sold it for \$240, from which it deducted its freight and charges, \$127.15, leaving \$112.85, which it tendered to Saulsberry. He refused to accept the money and brot suit for conversion of the corn. A jury gave him judgment for the value of the corn less freight. In affirming this verdict on appeal Judge Hobson of the Kentucky Supreme Court recently said:

"The long delay in getting the car load of corn from Ashland to Aden is accounted for by the defendant by the fact that its yards at Ashland were congested, and that it could not sooner move the car out. Manifestly the delay was unreasonable, and the railroad company was liable to Saulsberry for damages, but this did not give him the right to refuse to receive the corn and throw it upon the hands of the railroad company. But, when he did refuse to receive the corn, the railroad company, after it refused to make any concessions to Saulsberry on account of the delay, had no right to convert the corn to its own use or to dispose of it contrary to law. It had a lien on the corn for its freight charges.

"When Saulsberry declined to receive the corn, it became unclaimed freight, and we think a car load of corn is perishable freight within the meaning of the statute. It was therefore incumbent upon the railroad company, as soon as it was deemed necessary and proper, to make a sale and give notice both to the

consignor and consignee, and, as this was practicable, also to publish the notice of the sale for four weeks in some newspaper of general circulation in the state. What the statute evidently contemplates ordinarily is a sale at the place where the freight is. But, if it is necessary to sell it at some other place for want of a market or other reason, still the sale must be made in this state and after notice, as provided in the statute. The statute has no operation outside of the state, and a sale made out of the state or without notice as provided by the statute is void. The act of the company in taking the car load of corn to Cincinnati and there selling it operated as a conversion of the corn."—103 S. W. 254.

River Grain Warehouses at Fulton, Ill.

When the Redman saw the first railroad train winding its way toward the West, perhaps he realized that his seclusion was doomed. So it was with the pioneer grain men along the Mississippi river when they witnessed railway builders cutting their way along the Illinois border and across the Mississippi river into Iowa and Westward. They knew the river days would soon be over.

Fulton, Illinois, some thirty to forty years ago was quite an important grain point. J. C. Snyder's father, about that time selected a site in that sequestered villa and built the warehouse illustrated herewith.

In those days a large grain business was carried on, for grain was transported in barges from various points up and down the river to Fulton, where it was traded for merchandise. But the lively and picturesque river days are over; the Redman has disappeared, the barges have ceased to operate and Fulton as a grain station is a back number, in fact, more grain is now shipped in than out.

When Fulton was in its prime as a grain station the Northwestern Railroad Company built an immense elevator there, but when river traffic ceased, the structure was torn down, some ten years ago.

The elevator shown adjacent the warehouse belongs to E. A. Brown of Luverne, Minn., and is used principally as a cleaning house. While it is closed at present it is busy during the Fall, being operated mainly for cleaning barley.



Mississippi River Grain Warehouses at Fulton, Ill.

Jupiter Transmission Rope

A marline-covered wire rope. Pliability of Manila Rope, Strength of Wire Rope. Wonderful transmitting power.

SPECIAL GRAIN SHOVEL ROPE

A customer says: "If your shovel rope ever wears out, we will order some more."

DURABLE WIRE ROPE CO.

BOSTON—26-30 Atlantic Ave. CHICAGO—32 So. Canal St.



ENVELOPES for MAILING GRAIN and MALT
QUALITY and PRICE RIGHT

J. L. THOMPSON
107 Dearborn Street
Tel. C 79 CHICAGO

R



Live weevil plus a little Fuma equals dead ones every time

Fumigate Your Elevators and Mills With
FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums
Send for printed matter

EDWARD R. TAYLOR
Manufacturing Chemist
Penn Yan, N. Y.

THE MECHANICAL ENGINEERING DEPARTMENT OF THE UNIVERSITY OF MICHIGAN



HAS MADE EXHAUSTIVE TESTS OF

"THE NEW CYCLONE 1905"

The detailed report fully confirms all our claims.

THE KNICKERBOCKER COMPANY
JACKSON, MICH.

Grain Carriers

The National Industrial Traffic League meets at Chicago today.

State rights v. federal control of railroads is a live question in North Carolina, Ohio and Minnesota.

The Wichita Falls & Southern is building from Wichita Falls to Ft. Belknap, Tex. The road has been graded to Archer and will be extended to Cisco.

Judge Morris at Minneapolis Aug. 23 fined the Omaha Road \$20,000 and general freight agent Hiram Pearce \$2,000 for granting rebates on grain.

Exorbitant rates to Texas points are alleged by the Ocheltree Grain Co., of Chickasha, I. T., in a complaint to the Interstate Commerce Commission against the Rock Island R. R.

Construction is to begin at once from Plainville to Phillipsburg, Kan., on the Gulf, Plainville & Northern R. R., which has been projected for 110 miles from Hoisington.

A steel ore dock, the first of the kind on the great lakes, will be erected at Two Harbors, Mich., for the Iron Range R. R. by the Barnett & Record Co., at a cost of \$1,200,000.

Lighterage charges at Havana will not be included in the freight rates from Galveston, New York, New Orleans and Mobile after Sept. 1. The additional expense of .50 cents to \$1 per ton will have to be paid by the consignees.

The question of a general advance in minimum carload weights and the cancellation of numerous commodity tariffs has been postponed until the next meeting of the general committee on western freight classification in January.

Attorneys-general of eight states met at St. Louis Aug. 12 to plan co-operation in the enforcement of railroad legislation and in attacks on trusts. Another meeting will be held at St. Louis Sept. 30 and Oct. 1. The officials hope to aid one another by the interchange of evidence.

The heaviest locomotive in the world has just been completed by the American Locomotive Co. for the Erie Railroad. The weight of 410,000 lbs. rests on 16 driving wheels. The engine is over 40 ft. long, and is jointed in the middle to snake its way around curves, the steam going to the cylinders thru flexible pipes.

Freight Traffic Mgr. Francis La Bau of the New York Central lines, says: "I can state positively that rebate giving,

either directly or indirectly, is not only a thing of the past, but has been so for three or four years. It is my personal belief, however, that this same statement applies practically to all the big roads. To give rebates in the face of the Hepburn amendment to the interstate commerce law would be suicidal. The amendment has revolutionized the conditions in the commercial world of this country."

Rates on broom corn from Elk City, Okla., to Sioux City, Ia., are complained of by Coomes & McGraw, broom manufacturers of Sioux City, in a statement to the Interstate Commerce Commission. The company pays a combination of two locals into and out of Council Bluffs, and the charge by the Milwaukee on a shipment of six cars is objected to.

E. L. Rogers & Co., grain receivers at Philadelphia, Pa., have employed M. Hampton Todd to bring suit against the Reading Ry. to recover damages for the embargoes imposed on shipments to the firm. Unjust discrimination was practiced in enforcing the embargo against three firms only, E. L. Rogers & Co., C. H. Squier & Co. and S. C. Woolman & Co.

The Erie canal break was not mended before the 20th, as Supt. Stevens predicted, but it has been handled well and will be repaired before the 25th, it is expected. Boatmen have maintained rates and are prepared to make a rushing return to business the moment the water is let in. It happened that the break occurred on a five-mile level (in the city of Syracuse), so that the water can be returned fast.—J. C.

Another suit to enjoin the enforcement of the Minnesota rate reduction law has been filed by Henry A. James, a stockholder of the Great Northern residing at Lakewood, N. J. Complainant argues that any state law fixing rates within its borders is a usurpation of the power of the Interstate Commerce Commission, since any rate fixed by the federal commission could not in practice exceed the sum of the intrastate rates.

President Roosevelt, in his address at Provincetown, Mass., Aug. 20, said: "I believe in a national incorporation law for corporations engaged in interstate business. I believe, furthermore, that the need for action is most pressing as regards those corporations which, because they are common carriers, exercise a quasi-public function; and which can be completely controlled, in all respects, by the federal government by the exercise of the power conferred under the interstate commerce clause, and, if necessary, under the postroad clause, of the

constitution. During the last few years we have taken marked strides in advance along the road of proper regulation of these railroad corporations; but we must not stop in the work. The national government should exercise over them a similar supervision and control to that which it exercises over national banks. We can do this only by proceeding further along the lines marked out by the recent national legislation."

Press agents are working up great interest in the deep waterway convention to be held at Memphis Oct. 4 and 5. Towns and cities along the route where the government money is to be spent have been enlisted in the promotion of the good thing. Several commercial exchanges will send delegates, the governors of 20 states will attend, and the presence of Theodore Roosevelt is relied upon as the chief drawing card.

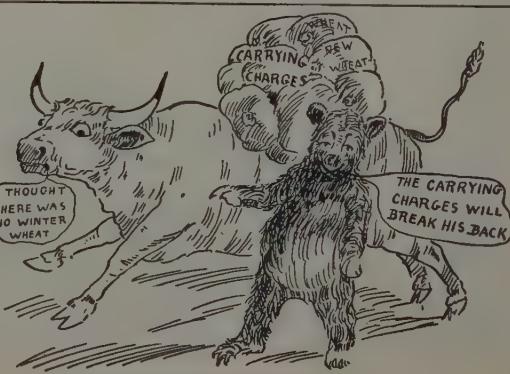
On the complaint of the A. J. Poor Grain Co. against the C., B. & Q. R. R. Co., asking for a reduction of rates from Nebraska points to the Pacific Coast and for reparation on shipments already made, the Interstate Commerce Commission on Aug. 7, in a decision by Commissioner Harlan, granted the reparation and ordered that, effective Sept. 15, the thru rates on wheat from points in Nebraska to Coast terminals shall not exceed 65 cents per 100 lbs., a reduction of 10 cents.

Fines for grain rebates aggregating \$20,000 were imposed Aug. 10 by Judge Fage Morris in the federal court at Minneapolis upon the Wisconsin Central R. R. Co., and its freight agents, Burton Johnson and Geo. T. Huey. Sentence upon the Omaha road, also convicted, was deferred, pending consideration of its claim that the 50 convictions constituted but one offense, all shipments having been made on one rebate agreement with the Spencer Grain Co. The Wisconsin Central was convicted on 17 counts. An appeal will be taken to the United States Supreme Court.

Steel box cars have been experimented with by the Union Pacific Railroad Co., and it has been decided to build 25 of them. Weighing less than the standard wood car the steel box will hold 50 cubic feet more. The doors are made of single sheets of steel reinforced. The metal is $\frac{1}{8}$ -inch thick on the walls of the car. For the shipment of dry small grain a tight steel car should be valuable as preventing leakage and making it easy to clean out the load; but damp corn is likely to condense moisture on the inner surface of the metal sides when the sun sets.



From J. F. Zahm & Co.'s Circular.



Wire Trouble.—J. F. Zahm & Co.'s Circular.

Supply Trade

The National Interlocking Steel Sheet-
ing Co. has increased its capital from
\$150,000 to \$300,000.

The Philip Smith Mfg. Co., maker of
elevator machinery and supplies, Sidney,
O., succeeds the Philip Smith Co. The
company is changed in name only.

Baier Bros., of Cissna Park, Ill., have
applied for an injunction in the Federal
court at Danville to stop Edwin Whorrel
from making and selling a grain spout
which they claim is an infringement on
their adjustable and flexible elevator
spout.

The Seckner Company, which is erecting
14 concrete grain storage tanks for
E. Grierbach, 51st and the Panhandle
tracks, Chicago, is progressing very nicely
with its work in spite of a strike on
its hands. The tanks are about half up
now. When finished they will have a total
capacity of 400,000 bus.

McLeod Bros., who manufacture the
McLeod Automatic Scale, have decided to
build a factory at Marietta, Kan. This
will give them two factories, as one is
being operated at Bloomington, Ill. The
makers and patentees of the scale declare
that with two factories they can
manufacture a very much improved scale,
which can be sold for a price within the
reach of all.

Those who have installed New Era
Passenger Elevators recently are J. C.
Hadley, Windfall, Ind.; Fullerton Mill
Co., Fullerton, Neb.; Frank Wild, Easby,
N. D.; W. H. Kramer, Farwell, Neb.;
Las Animas Milling & Elevator Co., Las
Animas, Colo.; Davison & Livingston,
Toluca, Ill.; I. E. Power, Eubank, Ky.;
Rich & Harrington, Remington, Ind.;
Wadena Grain Co., Wadena, Ind.

Elevator machinery manufacturers will
find it especially advantageous to them-
selves to exhibit models at the Grain
Dealers National Convention. Hundreds
of dealers are expected to attend the
convention, and while they are enjoying
any machine that will save them money.
In the meantime don't be afraid to tell
the dealers that you will be there thru
the columns of the Journal.

At a recent meeting of the Texas &
Louisiana Rice Millers & Distributors
Ass'n it was decided to build a bag man-
ufacturing establishment, the factory to
be located at some convenient point in
the rice belt. The Ass'n believes that the
miller and farmer is being charged ex-
orbitantly high prices for bags, and it
decided to counteract the "trust" by es-
tablishing a factory of its own. \$75,000
was subscribed by those present.

The Grain Dealers Journal preaches
frequent changes of advertising copy be-
cause it believes one argument, no matter
how forceful, becomes stale and un-
interesting, while new argument attracts,
convinces, educates readers, creates new
wants and makes new business. Because
we know the larger part of those en-
gaged in the grain business have no con-
ception of how you can help them to a
larger measure of success. Will it profit
you most to keep this to yourself?

In an action for services rendered and
materials furnished in the removal of a
gas engine and the alteration of the en-
gine into a gasoline engine a decision of

the municipal court of New York was
reversed recently by the Supreme Court
of New York because the alleged imper-
fect operation of the engine was not so
much due to defects in engine as to de-
fendant's method of running it. Defendant
never tried to get any one else to
fix the engine, nor sought to learn if the
alleged defects could be remedied, nor
gave plaintiff an opportunity to remove
them.—Kumberger & Vreeland v. Hart-
ford. In 105 New York Supplement 154.

Did it ever occur to you, Journal reader,
that the members of your vocation are
especially favored by commercial circum-
stances when it comes to buying ma-
chinery? Purchase a suit of clothes, you
pay the middleman a profit; buy food and
drink, the retailer gets his profit; but when
you buy machinery for your eleva-
tor you can get it direct from the man-
ufacturer. You make the middleman's
profit by saving it. The manufacturers
of Elevating, Conveying & Power Trans-
mission machinery have no local store in
your town, so they sell you machinery
thru the columns of the Grain Dealers
Journal. It's the Journal that takes the
place, not the profit of the middleman.
All it asks of you during the year is
about enough money to pay for the paper
that goes to form the Journal. Is it not,
then, to your advantage to consult the
advertising columns of the Journal when-
ever you need machinery? Have you
learned that a deal with Journal adver-
tisers means a *square deal*? Above all
things, why take chances by purchasing
machinery of firms that do not advertise,
for if a thing is not worth advertising
it's doubtful if it's worth buying. Ever
stop to think of it.

Damages for Carrier's Delay.

The Court of Civil Appeals of Texas
on July 19 reversed the decision of the
Bowie County Court in the suit by Floyd
Thompson against the St. Louis South-
western Ry. Co. to recover damages for
negligent delay in the transportation of a
shipment of corn.

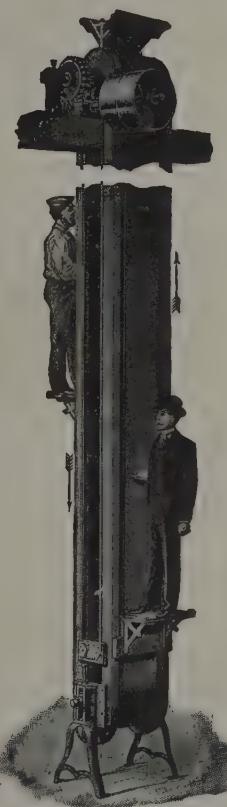
A jury in the lower court had given
Thompson judgment for \$442; but did so
on erroneous instructions from the judge
in two particulars; first, that they should
find for the plaintiff if the corn was de-
livered in good condition to the carrier at
St. Louis; and, second, that the judg-
ment should be for \$442, as testified dam-
ages.

Judge Key of the Court of Appeals
held that the jury should have decided the
amount of damages, and that the first
instruction made the carrier an insur-
er, which it is not under the circum-
stances of this case, the corn having been
transported and delivered to the con-
signee at Texarkana.

On the retrial it is expected the ship-
per will be awarded full damages.—103
S. W. 684.

Geo. T. Evans, the well known miller
of Indianapolis, champions legislation
that will make it illegal to sell grain or
other commodities for future delivery
beyond 45 days unless the seller furnish
the buyer with the number of the storage
certificate of elevator or warehouse where
stored; stating that this would give the
country dealer plenty of time to deliver
his purchases from farmers or planters
upon sales, and that the warehouseman
then could add whatever profit for carry-
ing charges he saw fit for future delivery
of the actual stuff.

The Humphrey Employe's Elevator



For eighteen years it has
been the standard Elevator
for Grain Elevators and
Mills.

The simplest and most reli-
able lift for Grain Elevators
that can be devised.

Let me send you catalog
and quote prices.

S. K. HUMPHREY
640 Exchange Bldg.
BOSTON, MASS.

Patents Granted

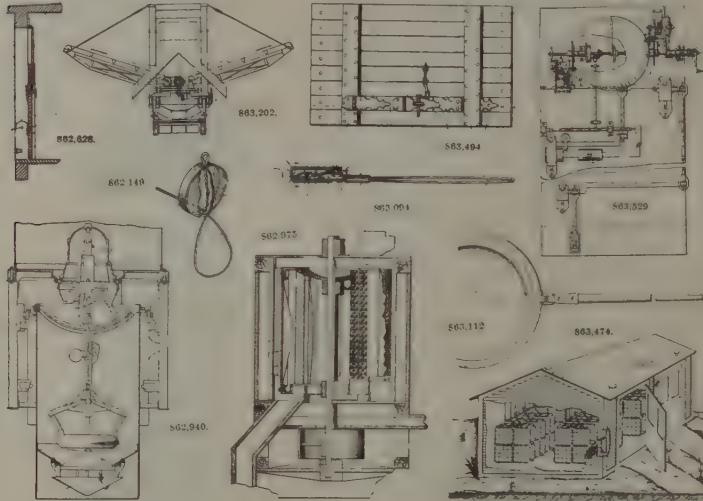
Gas Engine. No. 862,377. Frank W. Bacon, Omaha, Neb.

Gas Engine. No. 862,677. John L. Tate, Jersey City, N. J.

Muffler. No. 863,342. Erhard T. Alber, Ann Arbor, Mich.

Gas Engine. No. 862,448. Gustave Cornilleau, Paris, France.

Gas Engine. No. 862,363. Frederick R. White, Lynn, Mass.



Sparking Dynamo. No. 862,329. Albert F. Griebel, Woodstock, Ill.

Gasoline Engine. No. 862,603. Ora S. Benckendorf, Streator, Ill.

Air Cooler for Engines. No. 862,250. Reinhold Herman, Crafton, Pa.

Gas Engine Valve. No. 863,199. Paul Meyer, Halle-on-Saale, Germany.

Spark for Gas Engines. No. 863,369. Jos. S. Elverson, Cataqua, Pa.

Gas Engine. No. 863,142. Louis Boudreax and Louis Verdet, Paris, France.

Gas Engine. No. 862,568. Chas I. Longanecker, Milwaukee, Wis., assignor to International Harvester Co.

Gas Engine. No. 863,234. Henry Stoltenberg, Davenport, Ia., assignor to White Lily Washer Co., Davenport.

Gas Engine Regulator. No. 862,599. Louis W. Witry, Waterloo, Ia., assignor to the Waterloo Gasoline Engine Co.

Rotary Gas Engine. No. 863,355. Mathieu J. Johannes, Johannes E., and Jos. A. Burlat, Villeurbanne, France.

Mixer for Gas Engines. No. 862,180. Hans Bonte, Nuremberg, Germany, assignor to Maschinenfabrik Augsburg, Nuremberg.

Spark Advancer for Engines. No. 863,151. B. F. Churchill, Milwaukee, Wis., assignor of 2/3 to Retta P. Davenport and E. C. Rockwell, Chicago, Ill.

Car Mover. No. 863,112. (see cut) Geo. Spire, Alfred J. Spire and One B. Emerson, Waterville, Minn. The lever has an axle gripping head, a flange engaging member, an opposing pinching member and a collar for holding the pinching member in operative position. The lever is jointed and locked together.

Shackle Seal. No. 862,149. (see cut). Louis S. Flatau, St. Louis, Mo., assignor of 1/2 to John P. Gruet, Jr., St. Louis. The

shackle wire is adapted for passage through opposite alining apertures, its returned portion being passed through one of the alining apertures and then through a lateral aperture, the wire being twisted upon itself.

Automatic Weighing Device. No. 863,529. (see cut). Camille Gauvin and Henri Cartier, Brussels, Belgium, and Edouard Brunel, Paris, France. The balancing of the scale beam throws into and out of engagement a geared mechanism operating a dial indicator. The mechanism is controlled by a rotary shaft, the rotating means having a detent mechanism.

Automatic Seal. No. 863,094. (see cut). Aug. C. Rosenbrook, Brook, Ind. A strip of tin is provided at one end with a lip and a tongue and at the other end with a downwardly inclined termination to en-

close the spring on the ascent of the bucket, a toggle co-operative with the valve, and a second toggle co-operative with the other toggle to hold the valve against cut-off movement, the mechanism being adapted to break the second toggle.

Grain Huller. No. 862,975. (see cut). Peter Kerr, Albert J. Bauman and Adam J. Shanks, Portland, Ore. The rotating member comprises an axle-shaft, spaced heads carried by the shaft, plates extending between and connecting the heads and disposed substantially parallel with the shaft, means to adjust the interval between the plates and the shaft, a rib extending longitudinally of the plate, and spaced projections formed upon the plate upon opposite sides of the rib.

Grain Door. No. 862,628. (see cut). Henry J. Forst, Louisville, Ky. The door is adapted to swing inward bodily from the threshold to the ceiling of the car, and comprises an upper section extending across the door frame, resting against the inner faces of the door posts, and hinged to the top of the door frame in such a manner as to swing inward, a middle section extending across the door frame resting against the inner faces of the door posts, and a lower section of such length as to pass freely between the adjacent faces of the door posts, to swing outward.

Market Gossip.

Expect to see corn go higher.—J. H. Van Dyke.

Expect present prices to hold steady.—Sam Finney.

Hay scarce. Everybody looking for it. Prices firm, likely to go higher.—R. F. Worley.

Look for higher market on all grain. Oats very short all over the country, with yield and weight light.—L. W. Weston.

Am bull on wheat. Was bull when it was down to 70c per bu., and felt same until it reached \$1.00. Am persistent bull on corn and oats.—J. H. Wilkins.

Have just returned from trip in country 70 miles west. Things look brighter. Corn two weeks behind. Oats 2/3 crop. Look for big movement of oats this week.—W. J. Doyle.

Think it is time to watch out for a turning point in the price of oats, as economies will be great and substitutes may help to stretch out the small supply.—Gardiner B. Van Ness.

Yield of grain seems to be normal. Harvesting conditions have not been extremely good. Have had too much rain. Lots of hay lower grade on account of it. Quantity is generous.—M. M. Freeman.

Have been receiving great deal of correspondence from all sections of Ill., Ia., Ind. and Wis. Making deductions from them would judge the oats crop in these states will be 3/4 crop, with an average test of 25 to 30 lbs. per bu. Also looks as if corn would be 3/4 crop.—L. A. Lewellyn.

Judging from arrivals of new wheat, oats, barley and rye, it will be a very poor year for country dealers to sell on track. It is an decidedly advantageous year to consign grain. The quality is of such a nature that the commission houses can give better service when grain is consigned.—F. E. Gulick.

Quality of oats we have been getting is very disappointing. Think after run is over will see higher prices. Corn is lower than it would be if there was no strike, because shippers can't get in touch with eastern markets to sell it. It is necessary to buy here on a larger discount and the country buyer must protect himself by doing the same.—C. H. Thayer.

gage the first mentioned lip, an emergency tongue engaging the second lip. The upper portion of the strip carries a sleeve for concealing the engaging members.

Seed Corn Tester. No. 863,474. (see cut). Clark E. Twamley, Alexandria, S. D. A frame supports a series of detachable cup holders each bearing a section number, and each cup holder contains a series of cups consecutively numbered. Numbered correspondingly with the sections of the germinator are two series of suspended cribs with a passageway between and running on trolleys.

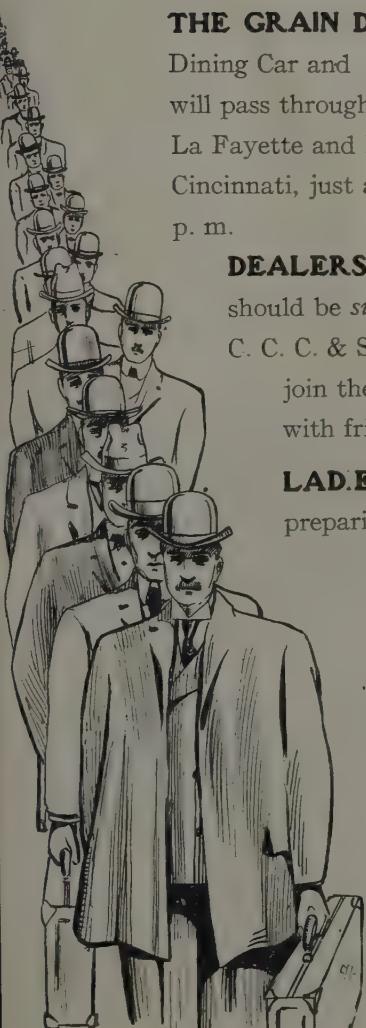
Tripper for Conveyors. No. 863,202. (see cut) Lincoln Moss, New York, N. Y., assignor to Robins Conveying Belt Co. The tripper carriage carries also an auxiliary conveyor having its free end movable in any direction. The main conveyor drives the auxiliary conveyor which are adapted to receive material simultaneously and to convey it in different directions.

Grain Car Door. No. 863,494. (see cut) Daniel S. Bailey, Rantoul, Ill. Between the cleats on the outer side of the door is a pressure relieving opening closed by a gate hinged at one of the cleats. Hinged to the other cleat is a bar bearing partly on the outer side of the door and partly on the outer side of the gate, the bar having an opening and a hinged hasp to cover the opening.

Automatic Weighing Machines. No. 862,940. (See cut.) Henry Richardson, New York, N. Y. The mechanism includes a bucket, a supply tank having an outlet for the passage of a stream of material into the bucket, a bell-shaped valve to control the outlet, a telescopic member connected with the valve and having a spring interposed between the sections thereof, a cross bar fastened to the bucket and provided with an actuator to exert an upward thrust against the telescopic member to compress

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Will be run by the **BIG FOUR** Railroad, leaving Chicago Oct. 1, at 2:30 p. m., especially for the convenience, comfort and pleasure of the Grain Dealers who will go via Chicago to the Eleventh Annual Convention of the National Ass'n in Cincinnati Oct. 2-3.



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N. B.—If you will notify Grain Dealers Journal, Chicago, Ill., of your intention to attend, it will publish your name among those who "Will Attend," and thereby notify your friends in the trade, who may be induced to take the trip to see you.

Supreme Court Decisions

A delay of a month in the transportation of freight a distance of 83 miles is unreasonable, and the carrier is liable for the damages sustained.—Chesapeake & O. Ry. Co. v. Saulsberry. Court of Appeals of Kentucky. 103 S. W. 254.

Master and Servant.—In an action for the death of a minor employee by being smothered in a bin of oats, held, that the question whether he was sent into the bin by the master was for the jury.—Meier v. Way, Johnson, Lee & Co. Supreme Court of Iowa. 111 N. W. 420.

Agent Cannot Buy of Himself.—An agent to buy cannot purchase of himself, and the principal may rescind such a sale, though it may have been fair, and the agent's purpose may not have been fraudulent.—Montgomery v. Hundley. Supreme Court of Missouri. 103 S. W. 527.

Carrier as Insurer—Delay.—The rule that a carrier is an insurer is inapplicable to an action for damage to a shipment of corn by delay; the corn having been transported and delivered to the consignee.—St. Louis Southwestern Ry. Co. v. Thompson. Court of Civil Appeals of Texas. 103 S. W. 684.

Seed Lien.—Whether, under the seed lien law of this state, a person furnishing two or more kinds of seed grain to another under one entire contract may perfect a lien which will be effective upon all the crops produced from the seed thereof, not determined.—Schlosser v. Moores. Supreme Court of North Dakota. 112 N. W. 78.

Enforcement of Future Contracts.—Where defendant was sued upon written contracts for the sale of cotton, and pleaded their illegality as transactions in futures, to render the contracts unenforceable, it was not necessary to show that the agreement constituting the illegal consideration pleaded had been performed.—Smith v. Bowen. Court of Civil Appeals of Texas. 100 S. W. 796.

Connecting Carriers.—Where a common carrier contracts to transport goods beyond the terminus of its own lines, the connecting carriers employed in furthering and completing such transportation become agents of the initial carrier, who is responsible for their defaults to the owner of the goods.—Cohen v. Missouri, K. & T. Ry. Co. St. Louis Court of Appeals, Missouri. 102 S. W. 1029.

Special Damages for Carrier's Delay.—Where, after freight was shipped, the shipper notified the carrier that it was intended for a particular purpose and was required in a limited time, it is not such notice as would render the carrier liable for special damages for failure to deliver promptly.—McKerall & Murchison v. Atlantic Coast Line Co. Supreme Court of South Carolina. 56 S. E. 965.

Landlords' Lien and Crop Mortgage.—Where, in an action for conversion of a crop, claimed by plaintiff under a lien for rent and by defendant based on the act of the tenant in turning over the crop in payment of a debt due to defendant, the latter may inquire as to the extent of plaintiff's lien, and whether or not it had been satisfied; plaintiff being entitled to recover only to the extent of his prior lien.—Baker v. Cotney. Supreme Court of Alabama. 43 South. 786.

Amount of Damage for Jury.—Where, in an action against a carrier for damage to a shipment of corn by delay, plaintiff's testimony that the corn was injured to the amount of \$442 was the only direct evidence of the extent of the damage, defendant was nevertheless entitled to have the amount plaintiff should recover determined by the jury, and it was therefore error to

charge that if the jury found for plaintiff they should allow \$442.—St. Louis Southwestern Ry. Co. v. Thompson. Court of Civil Appeals of Texas. 103 S. W. 684.

Crop Mortgage and Landlord's Lien.—Kirby's Dig., Section 5033, provides that, if a landlord to enable his tenant to make the crops shall advance him any necessary supplies, he shall have a lien upon the crops for the advances, which shall have a preference over a mortgage of the crop. Held, that a landlord who went surely on his tenant's note given for a horse did not have a lien on the crop for the price of the horse superior to the lien of a mortgagee.—Kaufman & Wilson v. Underwood. Supreme Court of Arkansas. 102 S. W. 718.

Comparison of Sample and Delivery.—In an action on a contract by plaintiff to sell to defendant No. 2 bulk screenings, the output of plaintiff's mill during a certain period, the admission of testimony by defendant that he examined carefully what plaintiff showed him as No. 2 screenings at the time of negotiating the contract, and that none of the cars sent him contained such screenings, while apparently an attempt to improperly get to the jury comparison between a sample exhibited prior to the contract and the article delivered, was not prejudicial error, no such question being submitted to the jury.—Listman Mill Co. v. Miller. Supreme Court of Wisconsin. 111 N. W. 496.

Carrier not Unlawful.—A member of an exchange sold to other members wheat for future delivery, subject to the rules of the exchange, and he deposited in a bank a specified sum to secure the performance of his contract. Subsequently there was a contest between the seller and the buyers with respect to determining the price of the wheat at the time of delivery, and the seller succeeded by purchases of wheat in large quantities in cornering the market and fixing the price. Held, that the buyers were not guilty of violating Rev. St. 1899, Section 8865, denouncing combinations to fix prices, etc.—C. H. Albers Commission Co. v. Spencer. Supreme Court of Missouri. 103 S. W. 523.

Texas Demurrage Law Valid.—Rev. St. 1895, arts. 4497-4502, impose penalties and damages on carriers for failure to furnish cars at designated points within certain times after demand, and declare that the carrier shall not be bound to comply with the act provided it is prevented from doing so by strikes or other public calamities. Held, that the exceptions so provided were not exclusive, and did not prevent the carrier from pleading any legitimate defense in excuse of its failure to comply with the act; and hence the same was not unconstitutional as a deprivation of the carrier's property without due process of law.—Allen v. Texas & P. Ry. Co. Supreme Court of Texas. 101 S. W. 792.

Telegraf Co. Liable.—The amount paid to a telegraf company for transmitting a message is for correctly transmitting it, as the duty of the company requires it to do; and if, because of the negligence of the employees of the company, an incorrect copy of the message is transmitted and delivered, the company has failed in the performance of its duty imposed by law and assumed by it, and is liable for such failure, notwithstanding a provision limiting its liability to the amount paid for transmission of unrepeatable messages printed on the blanks furnished by the company upon which messages for transmission are written by patrons.—Western Union Telegraf Co. v. Milton. Supreme Court of Florida. 43 South. 495.

Unreasonable Delay in Transit.—Revised 1905, Section 2632, declares that it shall be unlawful for any railroad company to neglect to transport within a reasonable time any goods received for shipment and billed to or from any place in the state, unless otherwise agreed between the parties or unless the same be destroyed, under a penalty. It is further provided that the company shall be deemed to have transported the goods in a reasonable time if it has done so within the ordinary time required for such transportation, and that a

delay of two days at the initial point, and 48 hours at one intermediate point for each 100 miles or fraction over which goods are to be transported, shall be held to be prima facie reasonable, and a failure to transport within such time shall be held prima facie unreasonable. Held, that the statute was a legitimate exercise of the police power of the state, and reasonable in its provisions.—Stone & Co. v. Atlantic Coast Line Ry. Co. Supreme Court of North Carolina. 56 S. E. 932.

Exchange Rules—Equity Relief.—A member of an exchange sold to other members thereof wheat for future delivery, subject to the rules of the exchange, providing that the board of directors thereof on the application of a party in interest should fix the value of any commodity for marginal purposes, and, on parties failing to adjust their claims under a contract on which margins had been deposited, the party claiming the deposit might apply to the board for orders for payment thereof. Pursuant to the rules of the exchange, the member deposited in a bank a specified sum to secure the performance of his contract of sale. He brought suit in equity for the cancellation of the contract and for the recovery of the deposit, on the ground that the other members had cornered the wheat market and had forced the price up to a fictitious amount. Held, that he could not invoke the aid of equity without first seeking relief by proceeding in the manner prescribed by the rules of the exchange.—C. H. Albers Commission Co. v. Spencer. Supreme Court of Missouri. 103 S. W. 523.

Power of State to Make Reciprocal Demurrage Rules.—Ann. Code Miss. 1892, Section 4291, provides that the railroad commission might fix all charges and supervise and regulate all persons, etc., who may own or operate express, telegraph, telephone, or sleeping car companies. Acts 1898, p. 97, c. 82, provided that all laws, acts, and parts of acts giving authority to the railroad commission to supervise common carriers shall also apply to car service associations or other associations governing or controlling cars or rolling stock and railroads at whatever place they do business in the state, and the same penalty fixed by law for disobeying the mandates or orders of the railroad commission shall apply to the car service associations, as well as associations of other characters. The provisions of the act of 1898 were incorporated in Code 1906, Section 4843, as to the supervision of car service associations. Held, that the railroad commission had power to make rules as to reciprocal demurrage, and to make rule 10, adopted June 8, 1904, and effective June 18, 1904, providing that, when cars are properly loaded and shipping instructions given, the railroad agent must immediately issue B/L therefor, and that if a car or cars are detained or held, and not carried within 24 hours thereafter, the railroad shall be liable to the shipper for the payment of \$1 for each day or a fraction of a day that the car or cars are thus detained or held.—Yazoo & M. V. R. Co. v. Keystone Lumber Co. Supreme Court of Mississippi. 43 South. 605.

Exports.

Buckwheat amounting to 199,429 bus. was exported during the 12 months prior to July 1, 1907; against 696,513 bus. for the corresponding period of 1905-06.

Broom corn valued at \$268,812 was exported during the 12 months prior to July 1, 1907; against \$240,164 worth during the corresponding period of 1905-06.

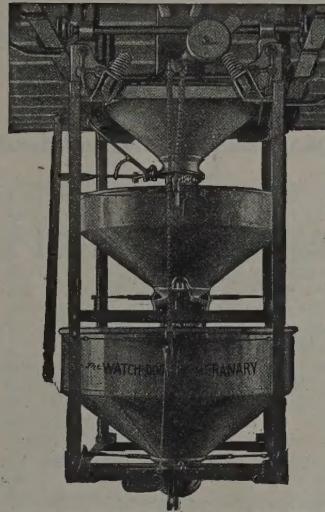
Malt amounting to 414,515 bus. was exported during the 12 months prior to July 1, 1907; against 881,523 bus. for the corresponding period of 1905-06.

Linseed oil cake amounting to 665,936-164 lbs. was exported during the 12 months prior to July 1, 1907; compared with 758,916,364 lbs. for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.



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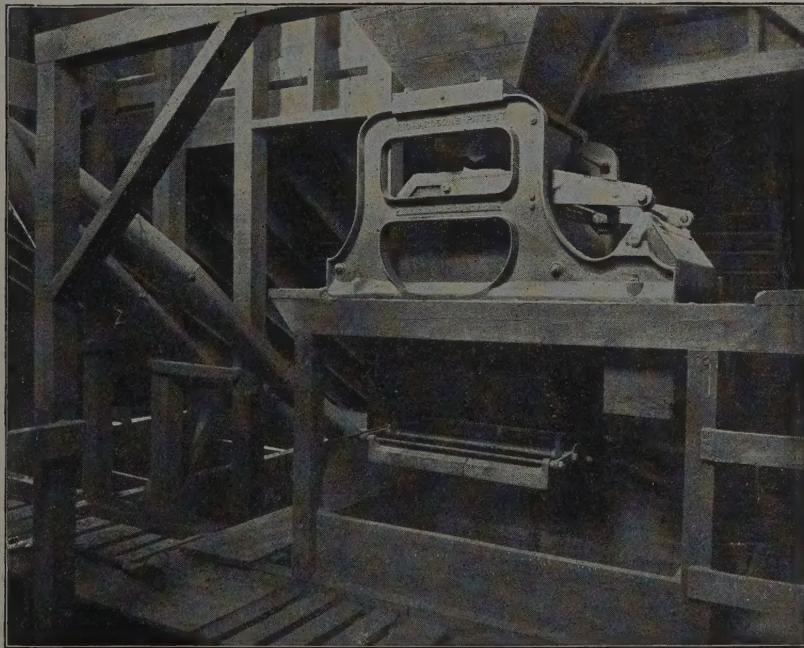
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Books Received

ALFALFA IN INDIANA is a bulletin, No. 122, containing results of experiments in late summer seeding, and suggestions for beginners in alfalfa culture, by the Purdue University Agri. Exp. Sta., Lafayette, Ind.

FOOD VALUE OF CORN.—A very useful summary of data on the food value of corn and its products is contained in the 40-page bulletin, No. 298, by Chas. D. Woods, embracing the structure and composition of corn, milling, cooking, hulled corn, breakfast foods, pop corn, parched corn, digestibility, wholesomeness, raw corn as an article of diet, economy of corn, and green corn. U. S. Department of Agriculture, Washington, D. C.

CORN HARVESTING MACHINERY.—The different types of corn, picking, binding, shocking and harvesting machines are illustrated in a brief pamphlet by C. J. Zintheo, expert in farm mechanics, giving comparisons of cost and efficiency. An objectionable feature of the corn picker is that it shells considerable corn; and the corn binder has the fault that it knocks off ears that have to be picked up by hand, farmers preferring the corn shucker to the corn binder. Farmers Bulletin No. 303; illustrated, 32 pages; U. S. Dept. of Agri., Washington, D. C.

CONSTRUCTION OF MACADAM ROADS.—The best practice in macadam road construction is described in this 54-page illustrated pamphlet by Austin B. Fletcher, special agent of the Office of Public Roads, who states that the worst foe of the macadam road is perhaps its most ardent advocate, the motor vehicle. The vacuum caused by the vehicle lifts the dust, which is needed as a binder, into the air in clouds, and it is blown away into the fields. Excerpts are given from the specifications used in constructing state-aid roads in Massachusetts, New Jersey, New York, Connecticut, Pennsylvania and Maryland. Bulletin No. 29, U. S. Dept. of Agri., Washington, D. C.

FARM PRACTICE IN COLUMBIA BASIN.—The Oregon and Washington experiment stations and the U. S. Dept. of Agri. have joined in the publication of a bulletin on farm practice in the uplands of the Columbia River basin, including portions of Idaho, Oregon and Washington, consisting of the wheat growing lands, an area almost entirely surrounded by mountains. Spring wheats are raised throughout the Columbia basin. In the most humid part of the region, the eastern portion, spring varieties of wheat are sown in both autumn and spring. When sown in the fall on summer fallow land they are frequently winter-killed. Among the leading varieties of wheat are little club, red chaff, Jenkins, early Wilbur and blue stem. The winter varieties also are grown throughout the Columbia basin, the principal varieties being red Russian, Jones fife, forty-fold and turkey red. Forty-fold ripens 10 to 14 days earlier than other varieties, escaping much of the hot weather and giving opportunity to complete the harvest before the fall rains begin. The Jenkins is among the best of the club type, and blue stem maintains its popularity as a milling wheat. "So many kinds of wheat, including Salt Lake Club, Chile Club, Crooked-Neck Club, Australian Club, Red Allen, White Elliott, Scotch Fife, Sonora, Rosario, Klondike, Gold Coin, White Tus-

can, Mediterranean Red, German Red, May King, Wolf Hybrid, Canadian Hybrid, Genesee Giant, White Amber, Arcadian and several varieties of durum wheat, with their variable milling qualities when thrown upon the market make a very unsatisfactory condition to all concerned. Could this list of wheats be reduced to 6 or 8 of the best varieties the conditions would be much more satisfactory," says the author, Byron Hunter. "The varieties then would become standardized. The miller would know what he was buying and the producer what he was selling." The common practice is to raise a crop of wheat every second year, with a summer fallow between. Farmers Bulletin No. 294, U. S. Dept. of Agri., Washington, D. C.

Hints on Buying a Second-Hand Engine.

The fact that a second-hand engine is on the market may be due to many reasons. In any case the buyer should make a complete and thorough examination. If it is possible to trace the history of the engine, so as to determine the exact reason for its rejection by the original owner, the buyer will then know where to look for defects.

Lubricating devices frequently become inoperative, stoppage of the oil ducts or pipes, or damage to the engine itself. The surface of the cylinder barrel and the valve seats and faces can be examined only by removing the cylinder head, the steam chest cover and the valve; or the valve bonnets and the valves in the case of the Corliss engine. The failure to lubricate these does not show the damage as quickly as the external parts, so the valve, valve seat and cylinder are liable to be badly scored. These parts should always be looked after first. If they are scored, leakage is bound to occur, and leakage at these points cannot easily be detected. Leakage of steam may also occur past the piston, due to the cylinder being worn somewhat oval. These defects may be determined by using calipers and a straight edge.

If cutting or scoring has occurred the marks will plainly show. Where the damage is very great, it will be necessary to have cylinder rebored. The straight-edge should also be applied to the valve seat and face, in the case of the flat slide valve. Rotary valves should be tested by blocking the piston in position and turning steam into the steam chest.

The exterior should be given as much careful scrutiny. Cracked flanges should be looked for and stud bolts in the cylinder should be examined. The precaution of examining the cylinder for cracks should be extended to take in all cast parts, including the main frame or bed.

The various rods and shafts about the engine should be thoroughly inspected for bends, twists and cracks.

The piston rod and valve stems should be examined to see if they have been scored and also note if they have been bent.

All pins, pins and bearings should be inspected for wear. The eccentric and eccentric strap should be gone over carefully to discover if there is any wear.

After the engine has been given a complete inspection, the cost of repairs necessary to put it in proper condition should be estimated and considered in the price asked for it. The foregoing is condensed from an article in the Practical Engineer.

Imports and Exports of Beans.

Beans and dried peas amounting to 406,679 bus. were imported into the United States during the 12 months prior to July 1, 1907; compared with 458,041 bus. for the corresponding period of 1905-06.

Exports of beans and dried peas amounted to 435,560 bus. of domestic and 59,902 bus. of foreign origin during the 12 months prior to July 1, 1907, again, 447,474 bus. of domestic and 42,096 bus. of foreign origin for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

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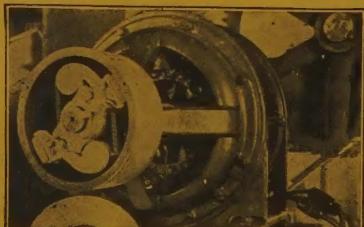
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